

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - January 31, 2007- 3:30 P.M.
State Administrative Board Meeting - February 6, 2007- 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. OIL AND GAS LEASE AUCTION HELD on December 6, 2006: A total of 88,795.73 acres of State-owned minerals were offered for lease. There were 28 successful bidders out of 38 registered. A total of 40,598.58 acres bid in are proposed to be leased within 26 counties. Of the total acres bid in, 15,927.83 acres are classified as development and 24,670.75 are nondevelopment. Total revenue generated at the auction was \$857,557.82.

Terms: Five year initial term with two one-year extension options, 1/6 royalty. Bonus amount of \$749,527.00 and rental amount of \$108,030.82.

2. DIRECT OIL AND GAS LEASES (11) - NONDEVELOPMENT: DTE Gas & Oil Company, Traverse City, Michigan, State-owned oil and gas lease rights, 1,054.34 acres, more or less, Sections 34 and 35 of T31N, R07W, Echo Township, Section 11 of T30N, R07W, Kearney Township, and Section 28 of T31N, R05W, Warner Township, Antrim County.

Terms: One year term, no extensions, 3/16 royalty, \$105,700.00 bonus consideration (\$100.00 per acre), and a \$2.00 per acre rental.

3. ONE DIRECT UNDERGROUND GAS STORAGE LEASE - NONDEVELOPMENT: ANR Pipeline Company, Houston, Texas, State-owned surface and mineral rights, 34.69 acres, more or less, Sections 1, 12, and 13, T12N, R10W, Reynolds Township, Montcalm County and Section 36, T13N, R10W, Aetna Township, Mecosta County.

Terms: Seven year primary terms, and so long as natural gas is stored and facilities are maintained. Lease bonus of \$13.00 per acre (\$450.97). Annual rental of \$5.00 per acre, adjusted on each seven-year anniversary date, to be determined by the percent change in the Detroit Consumers Price Index for the previous seven-year period.

The Director of the Department of Natural Resources approved Items 1 and 2 on January 11, 2007. The Chief of Forest, Mineral and Fire Management approved Item 3 on January 10, 2007. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 31, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 6, 2007 – Museum Education Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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SUBCONTRACTS

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|----|---|-----------------------------|-------------------|
| 1. | Midwest Trenchless Services | Low Bid: | \$ 456,760 |
| | 351 West 136th Street | Engineer's Estimate: | \$ 560,000 |
| | Grant, MI 49327 | Over/Under: | -18.4% |

Description of Work: Culvert Cleaning

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for the second stage of the rehabilitation of the culvert under I-94 in Berrien County. The first stage was completed in the summer of 2006 as an emergency fix to stabilize the soils around the culvert. The second stage on Tanner Creek Drain under I-94 includes installation of a culvert slip liner to provide erosion control and downstream stabilization at the pipe outlet. The project was advertised, and two bids were received. The lowest prequalified bidder was selected. The subcontract will be in effect from the date of award through September 24, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To rehabilitate Tanner Creek Drain under I-94 in Berrien County by installing a culvert slip liner to provide for erosion control and downstream stabilization at the pipe outlet.

Benefit: This is the second stage in the rehabilitation of the culvert pipe; it is important to prevent damage to the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the second stage of this project is not completed, the road will become unsafe for motorists.

Cost Reduction: The project was competitively bid and advertised; the lowest prequalified bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49327.

2.	Bay County Lawn dba Village Green 1616 Tech Drive Bay City, MI 48706	Low Bid:	\$688,179.94
		Overrun:	\$ 8,797.05

Description of Work: Roadside Herbicide and Fertilizer Treatments

Retroactive approval is requested for an overexpenditure of \$8,797.05 against Michigan Department of Management and Budget contract (071B2001114) between MDOT and Bay County Lawn dba Village Green for late fall pesticide spraying. The original contract, which expired on October 1, 2006, provided for the application of region-wide roadside herbicide and fertilizer treatments for the Bay Region. The Bay Region gave the contractor approval to perform the late fall spraying, but because invoices are not paid until inspections are conducted by MDOT personnel, the Region did not become aware of the overexpenditure until the contract had expired. (To prevent this situation from occurring in the future, the Bay Region is implementing a new policy to ensure that funds are secured prior to the approval of work.) The contract term remains unchanged, October 8, 2001, through October 1, 2006. The original contract amount is \$688,179.94; the revised amount for the services will be \$696,976.99. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide roadside spraying to kill weeds in the 13 counties of Bay Region.

Benefit: Will meet the 90 percent kill rate requirement for weed treatments.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This DMB contract is based on low bid.

Risk Assessment: Roadside herbicide and fertilizer treatments are needed to maintain clear access on roadways and to provide safer highways.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48706.

CONTRACTS

3. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**
Amendatory Contract (2005-0377/A1) between MDOT and the City of Sault Ste. Marie will add phase II runway safety area grading and part 77 grading to the project and will increase the contract amount by \$60,000. The original contract provides for construction services to be performed for the runway safety area, part 77 grading, and windcone relocation and for engineering services to be performed for wetland delineation at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan. The contract term remains unchanged, August 18, 2005, through August 17, 2025. The revised contract amount will be \$200,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$126,000	\$ 57,000	\$ 183,000
City of Sault Ste. Marie Funds	\$ 14,000	\$ 3,000	\$ 17,000
Total	<u>\$140,000</u>	<u>\$60,000</u>	<u>\$ 200,000</u>

Purpose/Business Case: To increase the contract amount by \$60,000 to add runway safety area grading. The first phase of grading cleared an area of brush to allow the second phase of grading to be performed as required by the Department of Environmental Quality (DEQ) for wetland mitigation.

Benefit: The runway safety area is a standard area required by the Federal Aviation Administration (FAA) to benefit the public users of the airport. Coordination with DEQ is necessary to provide minimum impact to the environment.

Funding Source: State Restricted Aeronautics Funds - \$183,000; City of Sault Ste Marie Funds - \$17,000; Contract Total - \$200,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If this amendment is not approved, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. Second phase will be rebid.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49783.

4. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2006-0250/A1) between MDOT and the Bay Community Airport Authority will increase the contract amount by \$6,120 due to higher than anticipated costs. The original contract provides for the performance of an airport site selection study for the Caseville area. The contract term remains unchanged, March 21, 2006, through March 20, 2009. The revised contract amount will be \$46,920. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$ 36,720	\$ 5,508	\$ 42,228
Bay Community Airport Authority Funds	\$ 4,080	\$ 612	\$ 4,692
Total	<u>\$ 40,800</u>	<u>\$ 6,120</u>	<u>\$ 46,920</u>

Purpose/Business Case: To increase the contract amount by \$6,120 to provide for actual cost of the study.

Benefit: The study will determine a new location for the proposed airport.

Funding Source: State Restricted Aeronautics Funds - \$42,228; Bay Community Airport Authority Funds - \$4,692; Contract Total - \$46,920.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If this amendment is not approved, the project may not proceed as planned, as the Bay Community Airport Authority cannot afford the cost without state participation.

Cost Reduction: The consultant agreement was locally and awarded to the highest qualified firm.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48725.

5. *AERONAUTICS AND FREIGHT (Aeronautics) - Airport Workshops and Training Programs

Contract (2007-0381) between MDOT and the Michigan Association of Airport Executives (MAAE) will provide for a grant under the Airports Program for the performance of workshops and other training programs as approved by the MDOT project manager. Topics may include, but are not limited to, legislative issues affecting local airports, aviation safety issues, training for fuel handlers, federal storm water regulations, Michigan Aeronautics Commission procedures and guidelines, and other related subjects. The contract will be in effect from the date of award through one year. Source of Funds: State Restricted Aeronautics Funds - \$20,000.

Purpose/Business Case: To provide for educational workshops and other training programs for Michigan airport personnel and the administration of the small and rural aviation grant program.

Benefit: Increased awareness of issues affecting safety and security at Michigan airports, as well as a better understanding of legislative and procedural issues.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: Contract cost is based on an estimate with no fixed cost.

Risk Assessment: The risk of not conducting these workshops and/or training programs is an increased risk of safety-related incidents at Michigan airports. In addition, reduced legislative awareness increases the likelihood of losing federal funding for airport improvements.

Cost Reduction: In FY 2002, the contract amount was \$24,000 and dropped through the following years to \$20,000 and \$10,000. This year the contract includes additional training to be performed by MAAE for small and rural general aviation airports.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49855.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0400) between MDOT and the City of Hillsdale will provide federal and state grant funds for land acquisition costs for parcel 11 at the Hillsdale Municipal Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$625,000. Source of Funds: FAA Funds (via block grant) - \$500,000; State Restricted Aeronautics Funds - \$109,375; City of Hillsdale Funds - \$15,625.

Purpose/Business Case: To provide funding to the City of Hillsdale for the purchase of parcel 11. The land acquisition is a process by the city to purchase adjacent land to protect the runway safety areas and approaches.

Benefit: Purchasing the safety areas will protect the airport from adjacent property owners who may erect objects that would be obstructions to the standard airspace required by the FAA.

Funding Source: FAA Funds (via block grant) - \$500,000; State Restricted Aeronautics Funds - \$109,375; City of Hillsdale Funds - \$15,625; Contract Total - \$625,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The costs were reviewed by an MDOT real estate specialist for appropriateness.

Selection: N/A.

New Project Identification: This is an ongoing project for land reimbursement.

Zip Code: 49242.

7. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
 Authorization (79014-89476) under Master Agreement (94-1044), dated July 11, 1994, between MDOT and Huron & Eastern Railroad Railway Company, Inc. (H&E), will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate circuitry at H&E's grade crossing of Sheridan Road in Tuscola County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Tuscola County Road Commission and approved on October 6, 2006. The project cost is estimated at \$159,943.17. Source of Funds: Federal Highway Administration (FHWA) Funds - \$95,965.90; FY 2007 State Restricted Trunkline Funds - \$63,977.27.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of H&E with Sheridan Road in Tuscola County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.
Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.
Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$95,965.90; FY 2007 State Restricted Trunkline Funds - \$63,977.27
Commitment Level: The authorization amount is based on H&E's detailed estimate and will be paid on a force account basis.
Risk Assessment: This crossing is currently equipped with passive crossbuck signs. The installation of active warning devices will reduce motorist exposure to risk by 89 percent.
Cost Reduction: The work will be performed by H&E on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of H&E and the Tuscola County Road Commission.
Selection: N/A.
New Project Identification: This is an upgrade to an existing crossing.
Zip Code: 48723.

8. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan
 Contract (2007-0361) between MDOT and the Sanilac County Board of Commissioners is a state infrastructure bank (SIB) loan to assist the Board in financing transportation infrastructure improvements through the Sanilac County Transit Facility project. The loan will allow the Board to construct a new transit facility. MDOT will loan \$850,000 at 3 percent interest to the Board. The contract will be in effect from the date of award through December 31, 2011. Source of Funds: SIB Loan Funds - \$850,000.

Purpose/Business Case: This contract will provide a state infrastructure bank loan to the Board for the construction of a new transit facility. This loan was requested as part of the Local Jobs Today Program.
Benefit: Will enable the transit facility to operate more efficiently by placing it closer to other county service facilities.
Funding Source: SIB Loan Funds - \$850,000.
Commitment Level: The contract is for a fixed amount.
Risk Assessment: If the Board does not receive the loan, construction of the transit facility may cost more and may not be completed in a timely manner.
Cost Reduction: The loan will cover only costs for which funding is not available from other sources.
Selection: N/A.

New Project Identification: The project consists of constructing a public transportation facility that will include office space, a garage for indoor parking and maintenance, and a paved parking lot that will accommodate overnight and daytime bus parking, as well as employee and customer parking.

Zip Code: 48471.

9. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Great Lakes Central Railroad, Inc. (T&SBY), dated July 5, 1994, will provide for improvements under job number 87269 at a crossing of T&SBY in the city of Owosso, Shiawassee County. The improvements include reconstruction of the crossing surface and modernization of the existing warning devices and circuitry. This work will reduce the potential for loss of control of vehicles due to the existing condition of the crossing.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 280,000</u>
Total Funds	<u>\$ 280,000</u>

STRG 76061 - 87269

Railroad Force Account Work

Purpose/Business Case: To rehabilitate/reconstruct railroad crossing to provide a smoother crossing surface for vehicle traffic.

Benefit: Increased safety by reducing potential loss of control of vehicles crossing over the tracks due to the elevation differential and the roughness of the crossing.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% federal funds; based on estimate.

Risk Assessment: Vehicles will continue to experience roughness when crossing over the tracks, which presents a safety hazard.

Cost Reduction: Improvements are on railroad property, and T&SBY is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improvement of existing railroad crossing surfaces.

Zip Code: 48867.

10. *HIGHWAYS - Extension of FieldManager Initial Royalty Rate Payment Period

Retroactive Amendatory Contract (96-1066/A2) between MDOT and Info Tech, Inc., (Info Tech), will extend the payment of royalties at the initial rate by three years, for a total of nine years (2 years, 263 days retroactive). The extension will allow MDOT to continue to receive royalties at the initial rate for annual revenue from license fees and annual support contracts received by Info Tech for the FieldManager software. The revised initial royalty rate payment period will be May 19, 1998, through May 19, 2007. The amendment is retroactive because it was not clear if MDOT or the Michigan Department of Information Technology would assume responsibility for amending the contract, and negotiations took longer than anticipated. This is a revenue contract.

Purpose/Business Case: To retroactively provide for a three-year extension of the payment of royalties at the initial rate.

Benefit: The extension will allow MDOT to continue to receive royalties at the initial rate through May 19, 2007.

Funding Source: 100% Info Tech Funds.

Commitment Level: MDOT receives royalty payments from Info Tech for license fees and annual support contracts received by Info Tech for the FieldManager software.

* Denotes a non-standard contract/amendment

Risk Assessment: If this amendment is not approved, MDOT will lose more than \$100,000 in annual revenue.

Cost Reduction: N/A. This is revenue contract.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: N/A.

11. HIGHWAYS - Increase Services and Amount

Amendatory Contract (99-0344/A7) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the redesign of the Walton Road Bridge over I-75 in the city of Auburn Hills and will increase the contract amount by \$417,883.91. The original contract provides for the design of the Walton Road Bridge over I-75 in the city of Auburn Hills. The project was in the design phase when it was placed on the deferred list. An earmark was included in the most recent transportation bill for the reconstruction of this bridge, in conjunction with the widening of Walton Road by the Oakland County Road Commission. The cross section of the bridge was changed from a boulevard section to a five-lane section due to various constraints, and the bridge needs to be redesigned to incorporate the current design standards. The contract term remains unchanged, November 18, 1999, through December 31, 2008. The revised contract amount will be \$2,695,616.23. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the redesign of the Walton Road Bridge over I-75 in the city of Auburn Hills to incorporate current design standards due to the deferment of the project.

Benefit: Will ensure that the project is designed to the current design standards and appropriate cross section to match the laneage of Walton Road. It will provide a safe, high quality final product.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this amendment, the design cannot be completed and the project cannot be constructed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48326.

12. *HIGHWAYS - Increase Services and Amount

Amendatory Contract (2002-0136/A6) between MDOT and URS Corporation Great Lakes will provide for additional design engineering services to be performed and will increase the contract amount by \$606,345.04. In April 2005, the design of the Wixom Road interchange within this project was placed on hold by MDOT as part of a list of deferred projects, but work was continued on the Beck Road interchange. The deferred portion is now being reactivated, but the surrounding environment and real estate have changed significantly in this heavy growth area. The original contract provides for the design of I-96 at the Beck Road interchange and at the Wixom Road interchange in the city of Wixom, Oakland County (CS 63022 - JN 05892C, 05892D). The contract term remains unchanged, January 18, 2002, through December 31, 2008. The revised contract amount will be \$3,615,238.15. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design engineering services. The original contract provides for the design of I-96 at the Beck Road interchange and at the Wixom Road interchange in the city of Wixom, Oakland County. The Beck Road interchange has already been designed and constructed, and now the Wixom Road interchange will be completed. Additional services are required due to the time delay and the separating of this design into two construction projects.

Benefit: The design services can be completed while allowing for significant changes in the local environment and real estate. The design will also use current standards and provide a safe and high quality final constructed product.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the design cannot be completed and the project cannot be constructed. Any work already done was designed to the 2003 design standards, and utilizes some real estate that is no longer available. Any design work already performed must be updated.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48393.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0214/A4) between MDOT and Capital Consultants, Inc., will extend the indefinite delivery of services (IDS) contract term by approximately 20 months to provide sufficient time for the consultant to complete the work under authorization (Z14), for which additional time is needed to provide for the performance of additional design services. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. All other authorizations have expired, and no new authorizations will be issued under this contract. The revised contract term will be January 29, 2002, through December 31, 2008. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the IDS contract term by approximately 20 months in order to provide sufficient time for the consultant to complete an ongoing project under authorization (Z14). No new authorizations will be issued under this contract.

Benefit: Will allow authorization (Z14) to be extended, pending State Administrative Board Approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the work under authorization (Z14).

Cost Reduction: There is no cost associated with this request.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R6) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will provide for the performance of additional design services, will increase the authorization amount by \$47,731.99, and will extend the authorization term by approximately 20 months to provide sufficient time for the consultant to complete the additional services. The additional services will include a redesign of the proposed storm sewer and plan revisions for the relocation of the proposed storm sewer on an easement outside the existing M-99 right-of-way (ROW) between Hallett Street and Steamburg Road, Hillsdale County (CS 30041 - JN 75210C). The original authorization provides for the performance of all work related to the design of a reconstruction project for the addition of a center left-turn lane and drainage improvements for M-50 at the M-124 intersection. The revised authorization term will be September 2, 2003, through December 31, 2008. The revised authorization amount will be \$362,804.76. The contract term will be January 29, 2002, through December 31, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services, including a redesign of the proposed storm sewer and plan revisions for the relocation of the proposed storm sewer on an easement outside the existing M-99 ROW between Hallett Street and Steamburg Road. During the geotechnical investigation, rock was encountered in the area of the proposed storm sewer. Because of the complexity of rock excavation for the storm sewer replacement, the proposed depth of the storm sewer, and the anticipated construction costs, the plans will be revised to locate the proposed storm sewer in another drainage easement. This change in the scope of services will require a number of design plan revisions and a redesign of the proposed storm sewer.

Benefit: This modification will contribute to the preservation of the M-99 corridor in accordance with the University Region's strategy for improving the existing system. By managing this portion of the network in accordance with specific preservation strategies, the Region will strive to meet the statewide condition goal.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: It is critical to the University Region's corridor preservation program that this portion of the M-99 corridor be reconstructed according to the current program.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for the original authorization.

New Project Identification: This is not a new project.

Zip Code: 49242.

15. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R3) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the performance of additional design services and will increase the contract amount by \$24,669.73. The additional services will include the upgrade and replacement of the existing traffic control signals due to the widening of the bridge and the elimination of sidewalk obstructions. The original authorization provides for the design of structures over I-75 in the city of Detroit, Wayne County, including approach work, drainage modifications, and guardrail replacements and upgrades. The authorization term remains unchanged, May 9, 2003, through September 20, 2007. The revised authorization amount will be \$205,144.73. The contract term is September 20, 2002, through September 20, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services for the upgrade and replacement of the existing traffic control signals due to the widening of the bridge widening and the elimination of sidewalk obstructions.

Benefit: Will allow the addition of unobstructed Americans with Disabilities Act approved ramps as part of the sidewalk relocation and will increase the safety of travelers. The affected traffic signal poles must be relocated to allow the widening of the bridge.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the design services cannot be completed and the project may lose federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R4) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the performance of additional design services and will increase the contract amount by \$87,506.82. The additional services will include the upgrade and replacement of the existing traffic control signals due to the widening of the bridge and the elimination of sidewalk obstructions. The original authorization provides for the design of structures over I-75 in the city of Detroit, Wayne County, including approach work, drainage modifications, and guardrail replacements and upgrades. The authorization term remains unchanged, May 9, 2003, through September 20, 2007. The revised authorization amount will be \$423,722.85. The contract term is September 20, 2002, through September 20, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services for the upgrade and replacement of the existing traffic control signals due to the widening of the bridge widening and the elimination of sidewalk obstructions.

Benefit: Will allow the addition of unobstructed Americans with Disabilities Act approved ramps as part of the sidewalk relocation and will increase the safety of travelers. The affected traffic signal poles must be relocated to allow the widening of the bridge.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the design services cannot be completed and the project may lose federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226.

17. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0184/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the design services under authorization (Z31) because the project is scheduled for March 18, 2008, plan completion and a March 6, 2009, or earlier letting, if funding becomes available. (See following item.) The original contract provides for design services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be March 18, 2003, through March 18, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide sufficient time for the consultant to complete the design services under authorization (Z31) because the project is scheduled for March 18, 2008, plan completion and a March 6, 2009, or earlier letting, if funding becomes available. No new authorizations will be issued under this IDS contract.

Benefit: This extension will allow the consultant to handle adjustments to plans and special provisions as standards and specifications change.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this time extension could result in the loss of our existing consultant, who is familiar with the design of this entire project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49446.

18. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z31/R2) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well. The original authorization provides for design services to be performed for US-31 from Winston Road to M-20 in Oceana County. The revised authorization term will be September 19, 2003, through March 18, 2008. The authorization amount remains unchanged at \$267,752.01. The contract term will be March 18, 2003, through March 18, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well.

Benefit: This extension will allow the consultant to complete the services.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49446.

19. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0191/A3) between MDOT and Alfred Benesch & Company will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z17), for which additional time is needed for completion of the bridge rehabilitation for M-1 (Woodward) and Cass Street over I-75. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 10, 2003, through April 10, 2008. The maximum contract amount remains unchanged at \$5,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete an ongoing project under authorization (Z17). No new authorizations will be issued under this contract.

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z17/R2) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services for the replacement of two deteriorating structures. The original authorization provides for bridge rehabilitation for M-1 (Woodward Avenue) over I-75, S25 of 82195, and Cass Street over I-75, S23 of 82195, in the city of Detroit, Wayne County (CS 82195 - JN 79177D). The revised authorization term will be August 9, 2004, through April 10, 2008. The authorization amount remains unchanged at \$405,435.73. The contract term will be April 10, 2003, through April 10, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services for the replacement of two deteriorating structures. The extension will allow the coordination of this work with other jobs in the area that have different completion dates.

Benefit: Authorizing this extension will allow the design services to be completed under this authorization.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, public safety and convenience may be threatened.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48213.

21. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0288/A2) between MDOT and Spalding, DeDecker Associates, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z9), for which additional time is needed due to delays of the original completion and letting caused by changes in the Traffic and Safety Program that were not anticipated in the original scope. Authorization (Z9) provides for the performance of design services for the addition of a right turn lane, the improvement of intersection radii, and the upgrade of traffic signals and sidewalks on M-53 at Seven Mile Road in the city of Detroit, Wayne County. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 8, 2003, through May 8, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the IDS contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z9). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorization (Z9), for which additional time is needed due to delays of the original completion and letting caused by changes in the Traffic and Safety Program that were not anticipated in the original scope.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete work under authorizations (Z9).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z6/R2) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will extend the authorization term by one year (3 days retroactive) to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project is being reactivated after being put on hold; it will allow the consultant to complete the plans and submit the final deliverables. The original authorization provides for design services to be performed for reconstruction of M-99 from Bacon Street to the Indiana Northern Railroad crossing in the city of Hillsdale, Hillsdale County (CS 30032 - JN 80682C). The revised authorization term will be August 9, 2005, through February 3, 2008. The authorization amount remains unchanged at \$182,905.06. The contract term is February 3, 2004, through February 3, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed to allow the consultant to complete plans and submit final deliverables.

Benefit: Will allow the design services under this authorization to be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the work under this authorization.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49242.

23. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0161/A2) between MDOT and Bergmann Associates, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z12) and (Z13), for which additional time is needed for the completion of the bridge work on M-85 over the Sexton-Kilfoil Drain in Wayne County and the design services for the M-37/M-46 intersection in Muskegon County. The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 7, 2004, through April 7, 2009. The maximum amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

The following two items are for revisions to authorizations issued under this IDS contract.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing works under authorizations (Z12) and (Z13). No new authorizations will be issued under this contract.

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will allow the contract to terminate and will not allow ongoing authorizations issued under it to be extended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

24. HIGHWAYS - IDS Engineering Consultant Services

Authorization (Z12/R1) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. Additional time is required because this project is currently on hold. The original authorization provides for design services to be performed for M-85 northbound over the Sexton-Kilfoil Drain (B03-1) and for M-85 southbound over the Sexton-Kilfoil Drain (B03-2), Wayne County (CS 82211 - JN 84020D). The revised authorization term will be August 9, 2005, through April 7, 2009. The authorization amount remains unchanged at \$111,631.25. The contract term will be April 7, 2004, through April 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services.

Benefit: Authorizing this extension will allow the design services under this authorization to be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this extension would result in the consultant not being able to complete work under this authorization.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48146.

25. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z13/R1) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well. The original authorization provides for design services to be performed for M-37 from M-46 to 300 feet south of Moon Road and on M-46 from 1,200 feet west of M-37 to M-37 in Casnovia Township, Muskegon County. The revised authorization term will be August 17, 2005, through April 7, 2008. The authorization amount remains unchanged at \$269,266.76. The contract term will be April 7, 2004, through April 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well.

Benefit: This extension will allow the consultant to complete the services.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this time extension is that the consultant will not be able to complete the services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49318.

26. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0173/A1) between MDOT and Northwest Design Group, Inc., will extend the term of indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3), for which the project is scheduled for February 28, 2008, plan completion and a February 2008 or earlier letting, if funding becomes available. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 20, 2004, through April 20, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the IDS contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorization (Z3) to be extended, pending State Administrative Board approval.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the work under authorization (Z3).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

27. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R3) under Contract (2004-0173) between MDOT and Northwest Design Group, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well. The original authorization provides for design services to be performed for US-45 from Bruce Crossing (M-28) to the Baltimore River in Ontonagon County. The revised authorization term will be September 23, 2005, through April 20, 2008. The authorization amount remains unchanged at \$168,844. The contract term will be April 20, 2004, through April 20, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. A later than anticipated construction schedule requires that the plans for this project be completed later, as well.

Benefit: Will allow the design services under this authorization to be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the work under this authorization.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49912.

28. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0214/A2) between MDOT and Wilcox Professional Services, LLC, will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z21). (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 20, 2004, through April 19, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z21).

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the contract will expire and ongoing authorizations issued under it will not be able to be extended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

29. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z21/R3) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project is being reactivated after a period of deferment. The original authorization provides for the performance of design services for the upgrade and rehabilitation of freeway signing on I-75 in Genesee County (CS 25032 - JN 80450C). The revised authorization term will be November 10, 2004, through April 19, 2010. The authorization amount remains unchanged at \$265,596.15. The contract term will be April 20, 2004, through April 19, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services after the deferment period.

Benefit: The design services can be completed.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48415.

30. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z2/R2) under Contract (2004-0313) between MDOT and Kimley-Horn of Michigan, Inc., will provide for the performance of additional Intelligent Transportation System services, will increase the authorization amount by \$29,334.68, and will extend the authorization term by nine months to provide sufficient time for the consultant to complete the additional services. The additional services will include the development of a 511 dial-in telephone service implementation plan for MDOT that was not included in the original authorization. The work items include updating the technical memoranda from the first phase of the statewide plan, assisting in the development of request for proposal (RFP) documents, and providing documented 511 issues to MDOT's Information Technology staff. The original authorization provides for the development of a strategic plan for 511. The revised authorization term will be July 22, 2004, through March 30, 2008. The revised authorization amount will be \$147,585.98. The contract term is June 18, 2004, through June 18, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the development of an implementation plan for a 511 dial-in telephone service for traveler information in Michigan and the development of an RFP in response to unsolicited proposals received for a no-cost 511 service in Michigan. The evaluation of the deployment of a 511 system is included in state legislation (SR 160) and in the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation (Section 5306). The original selection included this task, but the work was not included in the original scope of services.

Benefit: Will enable MDOT to determine the costs associated with deploying 511, both for initial deployment and for ongoing operations. This will permit MDOT to respond to the unsolicited proposals for a no-cost 511 service by requesting proposals from multiple vendors and evaluating the costs associated with those proposals.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, MDOT will not be able to make an informed decision regarding the costs and issues associated with deploying a 511 service in Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

31. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0137/A1) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete services for ongoing projects, including work under authorization (Z25). (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 5, 2005, through April 4, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z25).

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the contract will expire and ongoing authorizations issued under it will not be able to be extended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

32. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z25/R1) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project is being reactivated after a period of deferment. The original authorization provides for the performance of road design engineering services for the rehabilitation of M-53 for 3.14 miles from 24 Mile Road to 27 Mile Road in Shelby Township and Washington Township, Macomb County (CS 50013 - JN 76905C). The revised authorization term will be November 29, 2006, through April 4, 2010. The authorization amount remains unchanged at \$699,246.73. The contract term will be April 5, 2005, through April 4, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services after the deferment period.

Benefit: The design services can be completed.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48310.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project is being reactivated after a period of deferment. The original authorization provides for the performance of road design services for the rehabilitation of M-3 southbound for 1.68 miles from Sunnyview Road to the Clinton River in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 45733C). The revised authorization term will be August 23, 2005, through April 4, 2010. The authorization amount remains unchanged at \$104,932.79. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services after the deferment period.

Benefit: The design services can be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48043.

34. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R3) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project is being reactivated after a period of deferment. The original authorization provides for the performance of road design services for the rehabilitation of M-3 for 2.26 miles from the Clinton River to Sandpiper Street in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 60444C). The revised authorization term will be August 23, 2005, through April 4, 2010. The authorization amount remains unchanged at \$305,504.52. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services after the deferment period.

Benefit: The design services can be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48043.

35. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0029/A1) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services for the reconstruction and widening of the existing roadway to a five-lane section and a four-lane boulevard along M-59 from Michigan Avenue to Old US-23 and will increase the contract amount by \$217,731.98. The additional services will include design survey and geotechnical investigation work to improve safety and capacity, correct current pavement problems, and extend the life of the roadway. Additional soil borings are needed because additional wetlands were identified. The original contract provides for the reconstruction and widening of M-59 from Michigan Avenue to Old US-23 in the city of Howell and in Osceola and Hartland Townships, Livingston County (CS 47082 - JN 55918C). The contract term remains unchanged, December 14, 2005, through September 05, 2008. The revised contract amount will be \$3,657,283.94. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services needed for reconstruction and widening of the existing roadway to a five-lane section and a four-lane boulevard along M-59 from Michigan Avenue to Old US-23.

Benefit: A smoother ride, improved capacity and safety, and extended service life for this roadway.

* Denotes a non-standard contract/amendment

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the existing roadway will continue to deteriorate and require excessive maintenance to keep it functioning, until it finally fails and requires complete replacement.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48843.

36. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for the performance of additional design engineering services and will increase the authorization amount by \$62,359.18. Additional services are needed for roadway pavement reconstruction, addition of water main replacement and upgrading between Steele Street and Temple Street, storm sewer video taping, and additional design survey work. The original authorization provides for roadway rehabilitation, including cold milling, joint and crack repair, two-course hot mix asphalt (HMA) resurfacing, drainage structure adjustment, intermittent curb and gutter replacement, miscellaneous drainage improvement, and intersection work, on M-36 from US-127 to Dexter Trail, Ingham County (CS 33021 - JN 75198C). The authorization term remains unchanged, April 6, 2006, through January 17, 2009. The revised authorization amount will be \$333,690.03. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design engineering services, including roadway pavement reconstruction, addition of water main replacement and upgrading between Steele Street and Temple Street, storm sewer video taping, and additional design survey.

Benefit: Will provide for an improved pavement ride, improved drainage, and an extended service life for the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the pavement will continue to deteriorate, which will result in a poor pavement ride and will jeopardize the strategy to improve the existing system and meet statewide condition goals.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48854.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z23) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for road design surveys to be performed on US-31 from Monroe Road north to the Oceana north county line, in Weare and Pentwater Townships, Oceana County (CS 64015 - JN 60431C). The services will include hot mix asphalt (HMA) overlay, superelevation correction, trenching and widening of outside shoulders, lengthening of ramp acceleration/deceleration lanes, rehabilitation of ramps, culvert analysis, and paving of median crossovers. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$156,473.17. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for road design surveys to be performed on US-31 from Monroe Road north to the Oceana north county line, in Weare and Pentwater Townships, Oceana County. The services will include HMA overlay, superelevation correction, trenching and widening of outside shoulders, lengthening of ramp acceleration/deceleration lanes, rehabilitation of ramps, culvert analysis, and paving of median crossovers.

Benefit: Will provide an accurate representation of the existing conditions (locations and grades on the existing roadway) needed to facilitate the design work.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the surveys are not completed at this time, the plan completion and letting maybe delayed.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49449.

38. HIGHWAYS - Time Extension

Amendatory Contract (2006-0239/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by six months to provide sufficient time for the consultant to complete the construction engineering services, at no additional cost to MDOT. The construction projects planned to be built during the active period of this contract have nearly all been delayed. The original contract provided for construction administration, inspection, and testing services to be performed for roadwork and bridgework in western Wayne County on an as-needed basis. The revised contract term will be April 19, 2006, through January 31, 2008. The contract amount remains unchanged at \$2,072,604.09. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide additional time for the consultant to complete the services because several of the projects will be in full construction mode at the time of the original expiration date this summer.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this amendment could result in the loss of federal participation on these and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48180.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0349) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the I-94 at Baker Road interchange, Scio Township, Washtenaw County (CS 81104 - JN 48847A). The work items include the widening and reconstruction of Baker Road, new construction of an eastbound entrance ramp, reconstruction of westbound ramps, bridge replacement of Baker Road over I-94, and watermain replacement. The authorization will be in effect from the date of award through May 1, 2009. The authorization amount will be \$775,891.67. The contract term is May 2, 2006, through May 1, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for the I-94 at Baker Road interchange, Scio Township, Washtenaw County. The work items include widening and reconstruction of Baker Road, new construction of eastbound entrance ramp, reconstruction of westbound ramps, bridge replacement of Baker Road over I-94, and watermain replacement.

Benefit: Will improve the pavement surface and extend the service life of the road. The project will result in a safer, more efficient roadway, and long-term maintenance costs will be significantly reduced.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the pavement will continue to deteriorate, which will result in a poor pavement ride and will jeopardize the strategy to improve the existing system and meet the statewide condition goals.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48103.

40. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2006-0387) between MDOT and RS Engineering, LLC, will provide for the performance of additional design services for road reconstruction and bridge work on I-96 from US-23 to Kent Lake Road and will increase the authorization amount by \$48,052.95. The work items will include maintaining traffic plans and provisions and pavement marking plans to extend to R01-63022. The original authorization provides for maintaining traffic for the reconstruction of the roadway at I-96 between US-23 and Kent Lake Road in Livingston and Oakland Counties (CS 47064 - JN 79691C). The authorization term remains unchanged, November 13, 2006, through June 7, 2009. The revised authorization amount will be \$537,091.55. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services for road reconstruction and bridge work on I-96 from US-23 to Kent Lake Road. The work items will include maintaining traffic plans and provisions and pavement marking plans to extend to R01-63022.

Benefit: Will provide for an improved pavement ride, improved drainage, and an extended service life for the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the pavement will continue to deteriorate, which will result in a poor pavement ride and will jeopardize the strategy to improve the existing system and meet statewide condition goals.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

* Denotes a non-standard contract/amendment

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48116.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0394) between MDOT and Great Lakes Engineering Group, LLC, will provide for quality assurance/quality control (QA/QC) for bridge safety inspections to be performed at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, obtaining lists of structures with pertinent condition information, identifying the QC procedures, and holding pre-inspection meetings. The authorization will be in effect from the date of award through June 7, 2009. The authorization amount will be \$241,744.66. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for QA/QC for bridge safety inspections to be performed at various locations statewide in accordance with the NBIS.

Benefit: The authorization will provide for the performance of the QA activities and will ensure that bridge inspection QC is being performed in accordance with the requirements of the NBIS. Having a consultant perform the work will ensure independent, unbiased reviews and will help to maintain credibility with the oversight agency (FHWA).

Funding Source: FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

42. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z2) under Contract (2006-0470) between MDOT and Mansell Associates, Inc., will provide for the performance of traffic signal modernization and interconnect design services for 41 signalized intersections on M-3, M-1, I-75, M-85, and I-375 in Wayne County within the Metro Region (CSs 82132, 82072, and 82131 - JN 88082C). The work items include the design and development of traffic signal contract plans, proposal packages, engineering documents, and related work necessary for the modernization of electronic traffic signal control devices. The authorization will be in effect from the date of award through July 17, 2009. The authorization amount will be \$247,285.80. The contract term is July 18, 2006, through July 17, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization will provide for the performance of traffic signal modernization and interconnect design services for 41 signalized intersections on M-3, M-1, I-75, M-85, and I-375 in Wayne County within the Metro Region (CSs 82132, 82072, and 82131 - JN 88082C).

Benefit: The corridors will flow more effectively and efficiently, and user delays and associated costs will be reduced. The primary benefit is to provide a safer driving environment by optimizing traffic flow.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could produce user delays and risk the loss of federal funding. The lack of signal modernization will keep outdated equipment in the field and limit optimal traffic flow.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

43. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2006-5342) between MDOT and the City of Dearborn will provide for funding participation in the following improvements:

Construction of a 42-inch storm sewer siphon at the intersection of Greenfield Road and Colson Street, including a 42-inch diameter pipe needed to connect to the City's 144-inch diameter sewer.

Estimated Funds:

State Restricted Trunkline Funds	\$ 482,367
City of Dearborn Funds	<u>\$ 799,671</u>
Total Funds	<u>\$1,282,038</u>

M 82081 – 86361; Wayne County
Local Letting

Purpose/Business Case: To provide for the construction of a storm sewer siphon as a portion of the city's combined sewer separation project.

Benefit: Will provide for the drainage of storm water from portions of Highway M-153.

Funding Source: State Trunkline and Bridge Construction Funds and City of Dearborn Funds.

Commitment Level: 37.625% MDOT funds up to \$503,125 and the balance by City of Dearborn; based on proportion of flow.

Risk Assessment: Contaminated water flowing into Rouge River drainage basin during intense periods of rainfall and possible flooding of Highway M-153 near Greenfield Road.

Cost Reduction: Low bid by City of Dearborn and concurrence by MDOT Metro Region.

Selection: Low bid.

New Project Identification: Construction of new storm sewer siphon as portion of new storm sewer system.

Zip Code: 48126.

44. HIGHWAYS - Participation for Local Agency Contract
Contract (2006-5570) between MDOT and the City of Lansing will provide for participation in the following improvements:

Traffic signal optimization and timing work at up to 38 intersections along Mt. Hope Avenue from Aurelius Road to Pleasant Grove Road, along Washington Avenue from Mt. Hope Avenue to Highway I-496, along Jolly Road from Waverly Road to College Road, and along Waverly Road from Jolly Road to Cooley Drive and minor intersection revisions at the intersection of Holmes Road and Pleasant Grove Road.

Estimated Funds:

Federal Highway Administration Funds	\$91,500
City of Lansing Funds	\$ 0
Total Funds	<u>\$91,500</u>

CMG 33900 – 87681; Ingham County
Signal Timing Study and Local Force Account

Purpose/Business Case: To provide for traffic signal optimization and timing work to improve intersection operations.

Benefit: Improved operational efficiency, reduced vehicular delay, and improved air quality.

Funding Source: Federal Congestion Mitigation and Air Quality Funds.

Commitment Level: 100% federal up to \$109,800.

Risk Assessment: Contract required in order for the city to receive these federal funds.

Cost Reduction: Consultant to perform the timing determination work with the hourly costs fixed and the number of hours to perform this work estimated. Local agency to perform the timing installation work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: Qualifications-based selection for timing determination work. N/A for timing installation work.

New Project Identification: Improvement of operations at existing intersections.

Zip Code: 48910.

45. HIGHWAYS - Participation for Local Agency Contract
Contract (2006-5571) between MDOT and the City of Lansing will provide for participation in the following improvements:

Traffic signal optimization and timing work at up to 32 intersections along Pennsylvania Avenue and Michigan Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$68,500
City of Lansing Funds	\$ 0
Total Funds	<u>\$68,500</u>

CMG 33900 – 87682; Ingham County
Signal Timing Study and Local Force Account

Purpose/Business Case: To provide for traffic signal optimization and timing work to improve intersection operations.

Benefit: Improved operational efficiency, reduced vehicular delay, and improved air quality.

Funding Source: Federal Congestion Mitigation and Air Quality Funds.

Commitment Level: 100% federal up to \$82,200.

Risk Assessment: Contract required in order for the city to receive these federal funds.

Cost Reduction: Consultant to perform the timing determination work with the hourly costs fixed and the number of hours to perform this work estimated. Local agency to perform the timing installation work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: Qualifications-based selection for timing determination work. N/A for timing installation work.

New Project Identification: Improvement of operations at existing intersections.

Zip Code: 48912.

46. HIGHWAYS - Participation for Local Agency Contract

Contract (2006-5572) between MDOT and the City of Lansing will provide for participation in the following improvements:

Traffic signal optimization and timing work at up to 37 intersections along and in the vicinity of the Capitol Loop.

Estimated Funds:

Federal Highway Administration Funds	\$92,500
City of Lansing Funds	\$ 0
Total Funds	<u>\$92,500</u>

CMG 33900 – 87689; Ingham County
Signal Timing Study and Local Force Account

Purpose/Business Case: To provide for traffic signal optimization and timing work to improve intersection operations.

Benefit: Improved operational efficiency, reduced vehicular delay, and improved air quality.

Funding Source: Federal Congestion Mitigation and Air Quality Funds.

Commitment Level: 100% federal up to \$92,500.

Risk Assessment: Contract required in order for the city to receive these federal funds.

Cost Reduction: Consultant to perform the timing determination work with the hourly costs fixed and the number of hours to perform this work estimated. Local agency to perform the timing installation work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: Qualifications-based selection for timing determination work. N/A for timing installation work.

New Project Identification: Improvement of operations at existing intersections.

Zip Code: 48933.

47. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2006-5586) between MDOT and the City of Grand Rapids will provide for participation in the following Transportation Enhancement improvements:

Non-motorized pathway work along Plaster Creek from Division Avenue easterly and southerly approximately 6100 feet to 28th Street (Highway M-11).

Estimated Funds:

Federal Highway Administration Funds	\$640,000
City of Grand Rapids Funds	<u>\$160,000</u>
Total Funds	<u>\$800,000</u>

STE 41900 – 48972; Kent County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Will provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Grand Rapids Funds.

Commitment Level: 80% federal up to \$640,000 and the balance by City of Grand Rapids; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49548.

48. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5587) between MDOT and the Hillsdale County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Barr Street from Fayette Street to Mechanic Road and along Mechanic Road from Barr Street to Industrial Drive.

Estimated Funds:

State Restricted TED Funds	\$304,000
Hillsdale County Road Commission Funds	<u>\$ 76,000</u>
Total Funds	<u>\$380,000</u>

EDF 30566 - 88913
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Hillsdale County Road Commission Funds.

Commitment Level: 80% state up to \$304,000 and the balance by the Hillsdale County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49242.

49. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2006-5590) between MDOT and the City of Adrian will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Beecher Street from Highway M-52 to Treat Highway.

Estimated Funds:

State Restricted TED Funds	\$375,000
City of Adrian Funds	<u>\$375,000</u>
Total Funds	<u>\$750,000</u>

EDF 46566 – 88914; Lenawee County

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Adrian Funds.

Commitment Level: 50% state up to \$375,000 and the balance by the City of Adrian; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49221.

50. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5600) between MDOT and the Dickinson County Road Commission will provide for participation in the following improvements:

Culvert replacement work at Kimberly Road over Fumee Creek.

Estimated Funds:

Federal Highway Administration Funds	\$37,000
Dickinson County Road Commission Funds	<u>\$ 9,200</u>
Total Funds	<u>\$46,200</u>

STL 22026 - 83432

Local Force Account

Purpose/Business Case: To improve drainage.

Benefit: Will improve drainage and preserve the roadway.

Funding Source: Federal Surface Transportation Program Funds and Dickinson County Road Commission Funds

Commitment Level: 80% federal, 20% Dickinson County Road Commission.

Risk Assessment: Contract required in order for the county to receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49876.

51. HIGHWAYS - Participation for Local Agency Right-of-Way Acquisition

Contract (2006-5632) between MDOT and the City of Troy will provide for funding participation in the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category C Funds:

Acquisition of right-of-way for the concrete reconstruction and widening work from a five-lane roadway to a six-lane boulevard along Rochester Road from Barclay Drive to Trinway Drive.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$3,199,600
City of Troy Funds	<u>\$ 799,900</u>
Total Funds	<u>\$3,999,500</u>

EDCF 63544 – 56250; Oakland County
Right-of-Way Acquisition

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Equity Bonus Funds and City of Troy Funds.

Commitment Level: 80% federal, 20% City of Troy; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: New land acquisition.

Zip Code: 48085.

52. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2006-5641) between MDOT and the Alger County Road Commission will provide for participation in the following improvements:

Vertical curve modification and guardrail upgrading work along North Samuelson Road from Slapneck Road to Slapneck Creek, including aggregate surface and earth excavation work.

Estimated Funds:

Federal Highway Administration Funds	\$75,200
Alger County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$94,000</u>

STH 02609 - 87595
Local Force Account

Purpose/Business Case: To flatten vertical curve to improve sight distance.

Benefit: Increase safety.

Funding Source: Federal Surface Transportation Program Funds and Alger County Road Commission Funds.

Commitment Level: 80% Federal up to \$240,000 and balance by Alger County Road Commission.

Risk Assessment: Contract required in order for the county to receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49816.

53. HIGHWAYS – Memorandum of Understanding
Memorandum of Understanding (2006-5650) between MDOT and Michigan Department of Natural Resources (MDNR) will provide for participation in the construction of the following Transportation Enhancement improvements:

Non-motorized pathway work along abandoned railroad right-of-way from Fairview Street, City of Gaylord, Otsego County, Michigan, northerly to Highway US-23, City of Mackinaw City, Cheboygan County, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$1,483,025.00
MDNR Funds	<u>\$ 370,756.25</u>
Total Funds	<u>\$1,853,781.25</u>

STE 16081 – 84668; Otsego and Cheboygan Counties
Letting by MDNR

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Will provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and MDNR Funds.

* Denotes a non-standard contract/amendment

Commitment Level: 80% federal up to \$1,483,025.00 and the balance by MDNR; based on estimate.

Risk Assessment: Contract required in order for MDNR to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49701.

54.-56. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions, cities, and villages in financing transportation infrastructure improvements through projects approved for Local Jobs Today matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal-aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. Each loan contract will be in effect from the date of award through September 30, 2009. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, and are being advanced to the fiscal year that began October 1, 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
54.	2006-6598	78893	Houghton County Road Commission	Houghton Canal Road from Markham’s Marina to Liminga Road	\$288,000
55.	2006-6606	88928	Houghton County Road Commission	Jacobsville Road from Rabbit Bay Road southerly 3.2 miles	\$179,568
56.	2006-6612	83286	Marquette County Road Commission	County Road 480 approximately 2850 feet west of County Road NX westerly 1450 feet	\$91,300

Purpose/Business Case: To financially assist in roadway improvements under the Local Jobs Today program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

Risk Assessment: Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 49930.

57. *HIGHWAYS - Intelligent Transportation System Services

Contract (2007-0371) between MDOT and Mixon/Hill of Michigan, Inc., will provide for an evaluation of the usage and impact of the Vehicle Infrastructure Integration (VII) program using the Data Use Analysis and Processing (DUAP) program (CS 84900 - JN 85094). This is a research program that seeks to determine how new VII data impacts traffic operations and management, asset management, winter operations, and transportation planning. This is the first major step in utilizing the data being collected from the VII test beds in Michigan. The contract will be in effect from the date of award through December 31, 2008. The contract amount will be \$3,500,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of a VII DUAP to determine how new VII data impacts traffic operations and management, asset management, winter operations, and transportation planning.

Benefit: Will reduce the number and severity of crashes and improve mobility. This research program will evaluate the claims of the VII community to determine their validity and begin to allow MDOT and the other states to make decisions regarding a national deployment based on real operational benefits. This project also will put Michigan in a key leadership position within the national and international VII community and allow it to be considered for significant additional funding from federal and private sources.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, MDOT's ability to make well-informed decisions regarding the deployment of VII on a broad scale could be hindered. MDOT could also lose federal funding for national VII research and evaluation efforts.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

58. HIGHWAYS - IDS Engineering Services

Contract (2007-0403) between MDOT and Project Control Engineering, Inc., will provide for services for which the consultant is pre-qualified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

59. *HIGHWAYS – Design Consultant Services

Contract (2007-0406) between MDOT and HNTB Michigan, Inc., will provide for preliminary engineering (PE) design services to be performed for the widening and reconstruction of M-59 between Crooks Road and Ryan Road (two lanes in each direction), including repair work on nine associated bridges, in the cities of Troy, Sterling Heights, and Rochester Hills and in the township of Shelby, Oakland and Macomb Counties (CSs 63043 and 50023 – JNs 55850C, 55850D, 55850E, 55850F, 55850G, 55850H, 55850I, 55850J, 55850K, and 55850L). The work items include the preparation of base plans, right-of-way plans, pump station plans, traffic control plans, and permanent pavement marking plans; the undertaking of a drainage study; and the preparation of municipal utility plans and freeway and non-freeway signing plans. The project length is 5.88 miles. The original selection provided for both the early preliminary engineering (EPE) and the PE design service components for the project. The EPE portion was completed under Contract (2001-0932). The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$3,614,449.11. Source of Funds: 20.82% Federal Highway Administration Funds and 79.18% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of PE design services for the widening and reconstruction of M-59 between Crooks Road and Ryan Road (two lanes in each direction), including repair work on nine associated bridges, in the cities of Troy, Sterling Heights, and Rochester Hills and in the township of Shelby, Oakland and Macomb Counties.

Benefit: Will provide for improved pavement ride and roadway safety. This project will also reduce the long-term maintenance costs for this area.

Funding Source: 20.82% Federal Highway Administration Funds and 79.18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, alternate repairs and additional maintenance could be necessary, which would result in disruptions to traffic. These disruptions could result in increased costs and user delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for the original selection, which included both the EPE phase and the PE phase. This consultant was authorized to complete both phases. The EPE portion has been completed.

New Project Identification: This project is for the widening of an existing roadway with a capacity increase.

Zip Code: 48075.

60. *HIGHWAYS (Real Estate) - Right-of-Way Lease

Contract (2007-0385) between MDOT and Michigan Bell Telephone Company dba AT&T Michigan (AT&T) will provide for the limited lease of a portion of state-owned railroad right-of-way to be used for the construction, installation, maintenance, repair, replacement, relocation, operation, and removal of fiber optic cable and auxiliary equipment. Upon its award, this contract will replace Contract (2005-0475). After Contract (2005-0475) was awarded, some provisions of the lease were renegotiated, so Contract (2007-0385) was drafted to supersede it. (Contract 2005-0475 was approved by the State Transportation Commission on August 25, 2005, and by the State Administrative Board on September 6, 2005, with a term of July 2, 2005, through July 1, 2015.) Contract (2007-0385) will be in effect from July 2, 2005, through July 1, 2015. The total revenue from this lease will be \$330,565. The revenue will be deposited in the State Restricted Comprehensive Transportation Fund. Source of Funds: AT&T Funds - \$330,565.

Purpose/Business Case: To lease a portion of the state-owned railroad right-of-way to AT&T for the construction, installation, maintenance, repair, replacement, relocation, operation, and removal of fiber optic cable and auxiliary equipment.

Benefit: Leasing a railroad corridor to AT&T will allow fiber optic service to be provided to northern Michigan residents in a direct and cost-efficient manner and will provide revenue to MDOT.

Funding Source: AT&T Funds - \$330,565.

Commitment Level: The lease amount is based on fair market value.

Risk Assessment: Not leasing the railroad right-of-way could prevent AT&T from providing fiber optic service to northern Michigan residents in a direct manner and could result in a loss of revenue for MDOT.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is a right-of-way lease.

Zip Code: 48909.

61. *HIGHWAYS (Real Estate) - Right-of-Way Lease

Contract (2007-0397) between MDOT and Ammex Tax and Duty Free Shops, Inc., is a lease that will provide for access to the eastbound ramp from the Blue Water Bridge Plaza for the operation of the duty free facility in the city of Port Huron, Michigan. MDOT will receive 17 percent of the gross sales of all merchandise from the Ammex Tax and Duty Free Shops, Inc., Port Huron store(s) as rent. The contract will be in effect from February 1, 2007, through January 31, 2008. This is a revenue contract; MDOT will be paid an estimated \$1,000,000.

Purpose/Business Case: To provide the licensee with limited access to the eastbound ramp from the Blue Water Bridge Plaza in Port Huron, Michigan, for the purpose of operating the Ammex Tax and Duty Free Shops, Inc., store.

Benefit: MDOT will benefit by utilizing its property and generating revenue approximately \$1,000,000 in revenue for the term of this license.

Funding Source: Ammex Tax and Duty Free Shops, Inc., will pay MDOT an estimated \$1,000,000.

Commitment Level: Lease rate was determined by contract appraisal.

Risk Assessment: If this lease is not approved, revenue of approximately \$1,000,000 could be lost.

Cost Reduction: N/A – revenue contract.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

62. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2007-0401) between MDOT and Frohm & Widmer, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

63. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z12/R2) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA), in Washtenaw County, will extend the authorization term by approximately 16 months to provide sufficient time for AATA to complete three projects. The project to implement transit signal priority is a joint project between AATA and the city of Ann Arbor. The city delayed discussion of transit signal priority until officials were confident in the operation of a new signal control system. Transit signal priority discussions have now begun, and a contract with the signal manufacturer is expected to be signed in January 2007, with implementation to begin shortly thereafter. The second project is for the replacement of mobile data terminals that are part of the Advanced Operating System (AOS). AATA has been having problems with the AOS and is evaluating replacement of the entire system. The evaluation is expected to be complete in February 2007, at which time AATA will decide whether or not to proceed with the project. The third project is for a small-scale improvement to a transit center at the University of Michigan. Since the grant was approved, ridership on campus has increased by nearly one million riders annually. As a result, the transit center design is being redeveloped to handle the increased ridership. A new design and cost estimate are not expected before April 2007. The original authorization provides state matching funds for AATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program. The revised authorization term will be May 26, 2004, through September 30, 2008. The authorization amount remains unchanged at \$2,692,960. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,154,368; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$508,592; AATA Funds - \$30,000.

Purpose/Business Case: To extend the authorization by approximately 16 months to provide sufficient time for AATA to complete three projects.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,154,368; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$508,592; AATA Funds - \$30,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this revision is not approved, federal funds may be lost and the needed transit improvements may not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104.

64. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z3/R3) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the project. The work was originally delayed when the DDOT project manager suffered serious injuries in an automobile accident. An additional delay has occurred because the project contractor did not submit a performance bond and, as a result, DDOT is in the process of rebidding the contract for the construction of a super bus shelter and kiosk. The original authorization provides state matching funds for DDOT's FY 1998 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be March 28, 2002, through September 27, 2008. The authorization amount remains unchanged at \$60,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,000; City of Detroit Funds - \$4,000.

Purpose/Business Case: To provide for an 18-month time extension to provide sufficient time for DDOT to complete the construction of a super bus shelter and kiosk.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,000; City of Detroit Funds - \$4,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

65. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z28/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will remove the bus rehabilitation/renovation line item, decrease state funding by \$22,043, increase toll credits by \$17,634, and adjust funding between line items. This revision is being made because of changing priorities and reflects MTA's approved amendment to an existing federal grant. The original authorization provides state matching funds for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, July 12, 2005, through July 11, 2008. The revised authorization amount will be \$3,669,789. The revised toll credit amount will be \$669,469. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,605,301; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$64,488.

Purpose/Business Case: To remove the bus rehabilitation/renovation line item, decrease state funding by \$22,043, increase toll credits by \$17,634, and adjust funding between line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,605,301; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$64,488.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

* Denotes a non-standard contract/amendment

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

66. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z15) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds in the form of toll credits for the County's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for marketing and outreach, the purchase of bus transit enhancements, and preventive maintenance. The authorization will be in effect from September 20, 2006, through September 19, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$473,970. Toll credits in the amount of \$94,794 will be allocated as match for the grant. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$473,970.

Purpose/Business Case: To provide state matching funds in the form of toll credits for the County's FY 2006 Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$473,970.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

67. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z11/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Wayne, Oakland, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete projects under this authorization. Remaining balances for signage, automatic data processing (ADP) hardware and ADP software have been obligated, but the work will not be completed before expiration of the authorization. Also, renovation of the Monroe facility took longer than anticipated but has been completed under budget. Remaining money from the Monroe facility renovation line item will be moved to the ADP hardware line item for the purchase of additional required ADP hardware. This line item funding adjustment has been approved by the Federal Transit Administration (FTA). The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be February 3, 2003, through February 2, 2008. The authorization amount remains unchanged at \$15,717,075. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$12,573,660; FY 2003 State Restricted Comprehensive Transportation Funds - \$3,143,415.

Purpose/Business Case: To extend the authorization by one year time to provide sufficient time for SMART to complete bus route signing acquisition and to move funds from the facility renovation line item to the ADP hardware line item to reflect actual costs.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$12,573,660; FY 2003 State Restricted Comprehensive Transportation Funds - \$3,143,415.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

68. PASSENGER TRANSPORTATION - Marine Capital Program

Amendatory Contract (2004-0054/A3) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), which provides ferry service in Chippewa County, will extend the contract term by one year to provide sufficient time for EUPTA to complete vessel repairs. U.S. Coast Guard inspections and repairs were completed on three of four vessels; however, the fourth vessel is not able to gain access to the dry-docking facility necessary for hull repairs and painting until favorable weather conditions permit in the late spring/early summer of 2007. The original contract provides FY 2004 state marine capital funds for improvements to the St. Mary's River Ferry System. The revised contract term will be March 10, 2004, through March 9, 2008. The contract amount remains unchanged at \$465,970. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$419,373; EUPTA Funds - \$46,597.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for EUPTA to complete vessel repairs and undergo U.S. Coast Guard inspection of the fourth vessel.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$419,373; EUPTA Funds - \$46,597.

Commitment Level: Contract amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this amendment is the potential loss of ferry service, damage to vessels, and noncompliance with updated U.S. Coast Guard requirements.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49783.

69. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z1/R2) under Master Agreement (2004-0420) between MDOT and the Detroit Transportation Corporation (DTC) will add line items for the purchase of miscellaneous equipment and for the performance of engineering and design services and will delete line items for station rehabilitation and mobile fare collection equipment. DTC is not ready to move forward with station rehabilitation at this time but needs miscellaneous equipment and engineering and design services. The Federal Transit Administration (FTA) requested and approved this change in scope for the DTC project to facilitate the expenditure of funds so the FTA could close out the grant. The original authorization provides state matching funds for DTC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 18, 2003, through March 17, 2008. The authorization amount remains unchanged at \$4,315,936. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: FTA Funds - \$3,452,749; FY 2004 and FY 2007 State Restricted Comprehensive Transportation Funds - \$863,187.

Purpose/Business Case: To add line items for the purchase of miscellaneous equipment and the performance of engineering and design services and to delete line items for station rehabilitation and mobile fare collection equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,452,749; FY 2004 and FY 2007 State Restricted Comprehensive Transportation Funds - \$863,187.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

70. PASSENGER TRANSPORTATION - Section 5310 Program

Amendatory Contract (2005-0413/A1) between MDOT and the American Red Cross Serving Muskegon, Oceana, and Newaygo Counties (ARC), located in Muskegon County, will increase the number of cars to be purchased from five to six and will increase the contract amount by \$16,475. One of ARC's cars was recently destroyed in an accident, and the resulting insurance proceeds will allow the purchase of one additional car. The original contract provides state matching funds for ARC's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract term remains unchanged, from September 19, 2005, until the last obligation between the parties has been fulfilled. The revised contract amount will be \$163,375. Source of Funds: Federal Transit Administration (FTA) Funds - \$117,520; FY 2002 State Restricted Comprehensive Transportation Funds - \$29,380; Insurance Check Funds - \$16,475.

Purpose/Business Case: To increase the number of cars to be purchased from five to six and increase the contract amount by \$16,475 by adding in the insurance proceeds.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$117,520; FY 2002 State Restricted Comprehensive Transportation Funds - \$29,380; Insurance Check Funds - \$16,475.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, ARC may not be able to replace the car lost in the accident using the insurance proceeds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49440.

71. PASSENGER TRANSPORTATION - Marine Capital Program

Project Authorization (Z1) under Master Agreement (2007-0172) between MDOT and the Beaver Island Transportation Authority (BITA), in Charlevoix County, will provide 90 percent state marine capital funds for improvements to the Beaver Island Ferry System, which consists of marine passenger service between Charlevoix and Beaver Island. Project items will include the purchase of vessel systems and dock system upgrades and contingency funds, including emergency repairs. The authorization will be in effect from the date of award through three years. The authorization amount will be \$233,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$209,700; BITA Funds - \$23,300.

Purpose/Business Case: To provide for capital improvements to the Beaver Island Ferry System.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$209,700; BITA Funds - \$23,300.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, ferry service may be lost and vessels may be damaged.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49782.

72. PASSENGER TRANSPORTATION - Marine Capital Program

Project Authorization (Z3) under Master Agreement (2007-0204) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), in Sault Ste. Marie, will provide 90 percent state marine capital funds for improvements to the St. Mary's River Ferry System, which consists of marine passenger service between Sault Ste. Marie and Sugar Island, Barbeau and Neebish Island, and DeTour and Drummond Island. Project items will include the purchase of vessel systems and dock system upgrades, the purchase of vessel and terminal support equipment, and contingency funds, including emergency repairs. The authorization will be in effect from the date of award through three years. The authorization amount will be \$211,445. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$190,300; EUPTA Funds - \$21,145.

Purpose/Business Case: To provide for capital improvements to the St. Mary's River Ferry System.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$190,300; EUPTA Funds - \$21,145.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, ferry service may be lost and vessels may be damaged.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49783.

73. *TRANSPORTATION PLANNING - Increase Services and Amount

Amendatory Contract (2006-0045/A2) between MDOT and Wilbur Smith Associates, Inc., Michigan will add a household survey to the project to provide unbiased information for the State Long Range Plan (SLRP) and will increase the contract amount by \$50,395. The original contract provides for assistance in the development of MDOT's 2005-2030 SLRP process. The contract term remains unchanged, November 2, 2005, through September 30, 2007. The revised contract amount will be \$2,343,253. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To increase the scope of services and increase the contract amount by \$50,395.

Benefit: Will provide for an additional household survey to provide unbiased information for the final plan. The household survey will provide an understanding of the attitudes of Michigan residents toward transportation policy and funding in the state via direct customer input.

Funding Source: 80% Federal Highway Administration State Planning & Research Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The contract cost is fixed. This contract is on an actual cost plus fixed fee basis.

Risk Assessment: If this amendment is not approved, federal funds could be lost. Federal regulations require each state to develop a long-range statewide transportation plan (with a minimum 20-year forecast period for all areas of the state) that provides for the development and implementation of the state's intermodal transportation system.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

74. TRANSPORTATION PLANNING - IDS Safety Management Module Enhancements

Authorization (Z4) under Contract (2007-0339) between MDOT and Michigan Technological University (MTU) will provide for the continuing development of a collision diagram element for the RoadSoft safety module. The authorization will be in effect from the date of award through December 31, 2007. The authorization amount will be \$267,240. The contract term is January 1, 2007, through December 31, 2009. Source of Funds: 100% Federal Highway Administration Funds (Safety Incentive Grants for the Use of Seat Belts).

Purpose/Business Case: To provide for the continuing development of a collision diagram element for the RoadSoft safety module. Development of the intersection collision diagram functionality for the RoadSoft Safety Management Module will greatly improve the ability of local agencies and MDOT staff to conduct intersection safety analysis.

Benefit: Will ultimately help to improve intersection safety and will fulfill MDOT's fiduciary responsibility under federal law for the management of the federal-aid system. This is also a critical element in the on-going partnership between MDOT and the local agencies to institute safety management on a statewide basis.

Funding Source: 100% Federal Highway Administration Funds (Safety Incentive Grants for the Use of Seat Belts).

Commitment Level: The cost is for a fixed amount not to exceed \$267,240.

* Denotes a non-standard contract/amendment

Risk Assessment: Without a critical tool for analyzing crashes at intersections, the needed safety improvements may not be fully identified in a timely manner.

Cost Reduction: The cost was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is an ongoing project.

Zip Code: 49931.

75. ***TRANSPORTATION PLANNING - Jurisdictional Transfer MOU**

Memorandum of Understanding (MOU) (2007-0386) between MDOT and the Shiawassee County Road Commission will transfer jurisdiction of a portion of Old I-69, from the centerline of M-52 northeasterly approximately 1.09 miles, from MDOT to the Shiawassee County Road Commission. Jurisdiction will transfer upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: To transfer jurisdiction of a portion of the roadway from MDOT to the Shiawassee County Road Commission. This is undertaken in accordance with PA 296 of 1969.

Benefit: PA 51 of 1951 and other acts provide for MDOT to build new state trunklines, to realign existing ones, or to determine that certain state trunklines no longer serve state trunkline purposes. Jurisdictional transfers of such state trunklines to county road commissions (1) place the roadways at the correct levels of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for state trunklines that serve statewide or regional purposes.

Funding Source: This is a zero dollar transaction.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low priority roadway on its inventory of state roads. Over time, the costs of retaining such a trunkline will far outweigh the contract cost of a future jurisdictional transfer.

Cost Reduction: A zero rate has been negotiated for the subject contract.

Selection: N/A.

New Project Identification: This contract is for the transfer of an existing roadway segment.

Zip Code: 48857 and 48872.

STATE PROJECTS

- 8.66 mi of hot mix asphalt cold milling and resurfacing, storm sewer, ditching, curb and gutter, guardrail and signal upgrade, replacement and extension of culvert ends, replacement of Burk Drain culvert on US-12 from Moscow Road easterly to Briggs Highway, Hillsdale and Lenawee counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 6,348,038.07	Same	1 **
Gerken Paving, Inc.	\$ 6,493,177.86	Same	2
Aggregate Industries-Central Region			

Purpose/Business Case: This project is supported by two programs: MDOT's Road Preservation Program and Carpool Parking Lots. MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Carpool Parking Lot project is needed to increase the capacity and encourage the use of the carpool lots. This project consists of resurfacing an existing carpool lot.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Improvement of the pavement structure and ride quality to approximately 300 low volume, non-freeway lane miles is expected per year for 4 years (2004 - 2007). Resurfacing the existing carpool lot will reduce maintenance costs at this location.

60299A

State Restricted Trunkline Funds	100	%
79807A		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reduced roadway maintenance costs. Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition of the existing carpool lot.

Selection: Low bid.

New Project Identification: Resurfacing and rehabilitation.

Zip Code: 49233.

77.	LETTING OF JANUARY 12, 2007 PROPOSAL 0701001 PROJECT STH 73051-80308, ETC LOCAL AGRMT. 06-5388 START DATE - APRIL 23, 2007 COMPLETION DATE - JUNE 08, 2007	ENG. EST. \$ 604,284.39	LOW BID \$ 610,987.87
			% OVER/UNDER EST. 1.11 %

0.42 mi of removing islands and bypass lanes, constructing center left turn lanes and right turn lanes, cold milling and resurfacing and signal modernization on M-13 from M-46 to Ezra Rust Drive and on M-46 from west of M-13 to east of M-13, in the city of Saginaw, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Lois Kay Contracting Co.	\$ 610,987.87	Same	1 **
Zito Construction Co.	\$ 654,309.85	Same	2
Eastlund Concrete Construction	\$ 674,819.87	Same	3
C & D Hughes, Inc.	\$ 675,773.68	Same	4
Kelcris Corporation	\$ 681,579.98	Same	5
Six-S, Inc.	\$ 732,493.70	Same	6
Saginaw Asphalt Paving Company			
Milbocker and Sons, Inc.			
A. J. Rehms & Son, Inc.			
Pyramid Paving & Contracting Co.			
Causie Contracting, Inc.			
Wooten Contracting Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

80308A

Federal Highway Administration Funds	80.00 %
City of Saginaw	17.12 %
State Restricted Trunkline Funds	2.88 %

85117A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 48601.

78.	LETTING OF JANUARY 12, 2007	ENG. EST.	LOW BID
	PROPOSAL 0701002	\$ 849,639.14	\$ 946,371.20
	PROJECT M 66013-74680, ETC		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - JUNE 04, 2007		
	COMPLETION DATE - SEPTEMBER 29, 2007		11.39 %

Deep concrete deck overlay, coating of structural steel, railing replacement, and substructure repair on M-64 over Cranberry River, shallow concrete deck overlay, coating of structural steel, beam end repairs, and pin and hanger replacement on M-64 over Halfway Creek, Ontonagon County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 946,371.20	Same	1 **
Zenith Tech, Inc.	\$ 997,350.63	Same	2
Snowden, Inc.	\$ 1,086,698.71	Same	3
J. Slagter & Son Construction Co.	\$ 1,281,541.41	Same	4
A. Lindberg & Sons, Inc.			
Abhe & Svoboda, Inc.			
Midwest Bridge Company			

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

74680A

State Restricted Trunkline Funds 100 %

81033A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49953.

79. LETTING OF JANUARY 12, 2007 ENG. EST. LOW BID
 PROPOSAL 0701003 \$ 2,143,518.14 \$ 2,288,610.75
 PROJECT BI06 64015-60432
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 03, 2007
 COMPLETION DATE - OCTOBER 08, 2007 6.77 %

5.01 mi of hot mix asphalt overlay and various locations of cold milling and resurfacing on a composite pavement, superelevation corrections, miscellaneous concrete patches, joint repairs, terminal beam removals, and concrete curb and gutter on US-31 northbound from north of Shelby Road northerly to Polk Road, and southbound from north of Shelby Road northerly to Polk Road, Oceana County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 2,288,610.75	Same	1 **
Michigan Paving & Materials Co.	\$ 2,745,655.35	Same	2
Omans Contracting, Inc.	\$ 2,825,434.60	Same	3
Elmer's Crane & Dozer, Inc.			

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60432A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49420.

80. LETTING OF JANUARY 12, 2007
PROPOSAL 0701023
PROJECT M 49025-74483
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - JULY 27, 2007

ENG. EST.
\$ 546,267.07

LOW BID
\$ 542,668.89

% OVER/UNDER EST.
-0.66 %

Deep concrete deck overlay, substructure repairs, and approach work on M-134 over northbound and southbound I-75, Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 542,668.89	Same	1 **
J. Slagter & Son Construction Co.	\$ 569,410.64	Same	2
Davis Construction, Inc.	\$ 641,813.60	Same	3
Zenith Tech, Inc.	\$ 644,852.38	Same	4
Hebert Construction Company	\$ 663,632.01	Same	5
Midwest Bridge Company	\$ 676,911.55	Same	6
Anlaan Corporation	\$ 712,217.62	Same	7
C.A. Hull Co., Inc.	\$ 734,013.86	Same	8
A. Lindberg & Sons, Inc.			
Bacco Construction Company			
L.W. Lamb, Inc.			

8 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

74483A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49781.

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes, Alcona, Alpena, Iosco, Montmorency, Oscoda, and Presque Isle Counties.

2 Bidders

Zip Code: 49707.

82. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701025
 PROJECT STT 08041-83974
 LOCAL AGRMT.
 START DATE - JULY 05, 2007
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 2,273,111.22

LOW BID
 \$ 2,072,516.93

% OVER/UNDER EST.
 -8.82 %

5.36 mi of hot mix asphalt resurfacing, upgrading intersections, superelevation modification, and guardrail upgrades on M-79 from the springpoint of M-37 easterly to east of Barryville Road, Barry County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 2,072,516.93	Same	1 **
Michigan Paving & Materials Co.	\$ 2,161,493.35	Same	2
Aggregate Industries-Central Region	\$ 2,512,056.13	Same	3

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

83974A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49058.

6.45 mi of unbonded concrete overlay and ramp taper extensions on US-131 from West River Drive northerly to 10 Mile Road, Kent County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 19,320,169.19	Same	1 **
Six-S, Inc.	\$ 19,625,110.05	Same	2
John Carlo, Inc.	\$ 20,298,972.16	Same	3
Interstate Highway Construction	\$ 20,363,831.38	Same	4

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. **Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

50758A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
79584A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Selection: Low bid.

Zip Code: 49321.

84. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701028
 PROJECT BI06 67015-59970
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 20, 2007

ENG. EST.
 \$ 5,208,031.87

LOW BID
 \$ 5,698,998.54

% OVER/UNDER EST.
 9.43 %

16.38 mi of hot mix asphalt base crushing and shaping, hot mix asphalt resurfacing, bridge approach work, drainage improvements, and safety improvements on US-131 northbound from north of 14 Mile Road to M-115 and southbound from the White Pine Trail to M-115, Osceola and Wexford Counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 5,698,998.54	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 5,983,253.68	Same	2
Central Asphalt, Inc.	\$ 6,197,315.25	Same	3
Michigan Paving & Materials Co.	\$ 7,747,047.41	Same	4
Pyramid Paving & Contracting Co.			

4 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

59970A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49688.

85. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701029
 PROJECT STE 25081-87425
 LOCAL AGRMT.
 START DATE - APRIL 23, 2007
 COMPLETION DATE - JUNE 23, 2007

ENG. EST.
 \$ 253,504.27

LOW BID
 \$ 311,918.00

% OVER/UNDER EST.
 23.04 %

0.88 mi of hot mix asphalt non-motorized path on M-21 from
 Dye Road easterly to Maxwell Street, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction Co.	\$ 311,918.00	Same	1 **
Asix Asphalt Paving LLC	\$ 331,746.63	Same	2
Barrett Paving Materials, Inc.	\$ 339,416.24	Same	3
Eastlund Concrete Construction	\$ 344,069.39	Same	4
C & D Hughes, Inc.	\$ 344,595.49	Same	5
Lois Kay Contracting Co.	\$ 363,605.82	Same	6
Pyramid Paving & Contracting Co.	\$ 410,590.19	\$ 410,530.19	7
Ace Asphalt & Paving Co.			
Pro-Line Asphalt Paving Corp.			
Astec Asphalt, Inc.			
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			

7 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

87425A

Federal Highway Administration Funds	72.97 %
State Restricted Trunkline Funds	18.24 %
Flint Township	8.79 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48532.

Application of permanent pavement markings including longitudinal markings on various state trunkline routes, Arenac, Bay, Clare, Gladwin, Isabella, Midland, Gratiot, Saginaw, Genesee, Lapeer, Tuscola, Sanilac, and Huron Counties.

2 Bidders

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

88468A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Pavement marking.

Zip Code: 48601.

87. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701031
 PROJECT STG 84912-88476
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2007

ENG. EST.
 \$ 623,460.96

LOW BID
 \$ 662,124.86

% OVER/UNDER EST.
 6.20 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes, Cheboygan, Crawford, Emmet, Ogemaw, Otsego, and Roscommon Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Clark Highway Services, Inc.	\$ 662,124.86	Same	1 **
R. S. Contracting, Inc.	\$ 667,981.44	Same	2
P.K. Contracting, Inc.			
Oglesby Construction, Inc.			

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

88476A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Pavement marking.

Zip Code: 49738.

88. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701040
 PROJECT STT 13031-87515, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 29, 2007

ENG. EST.
 \$ 795,248.90

LOW BID
 \$ 816,496.30

% OVER/UNDER EST.
 2.67 %

6.25 mi of microsurfacing on M-66 from south of D Drive South northerly to north of Glenn Cross Road, on I-94BL (Michigan Avenue) from Park Avenue easterly to Marshall Avenue, and on I-94BL (Dickman Road) from the north leg of M-37 (Helmer Road) easterly to west of the I-194 (M-66) ramps, located in the cities of Battle Creek, Marshall, and Springfield, Calhoun County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, Inc.	\$ 816,496.30	Same	1 **
Terry Asphalt Materials, Inc.	\$ 873,071.30	Same	2
Strawser Incorporated	\$ 1,040,065.70	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87515A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
87516A	
State Restricted Trunkline Funds	100 %
87517A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49068.

89. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701041
 PROJECT STT 76011-87553
 LOCAL AGRMT.
 START DATE - MAY 07, 2007
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.
 \$ 676,068.27

LOW BID
 \$ 699,415.98

% OVER/UNDER EST.
 3.45 %

6.70 mi of paver placed surface seal and gravel shoulders on M-52 from south of eastbound I-69 northerly to south of Bennington Road, Shiawassee County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 699,415.98	Same	1 **
Saginaw Asphalt Paving Company	\$ 707,825.04	Same	2
Michigan Paving & Materials Co.	\$ 713,010.91	Same	3
Barrett Paving Materials, Inc.	\$ 721,725.00	Same	4
Aggregate Industries-Central Region	\$ 814,438.00	Same	5

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87553A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48872.

90.	LETTING OF JANUARY 12, 2007 PROPOSAL 0701042 PROJECT STT 46082-87482 LOCAL AGRMT. START DATE - JUNE 08, 2007 COMPLETION DATE - AUGUST 15, 2007	ENG. EST. \$ 524,591.49	LOW BID \$ 374,223.95	% OVER/UNDER EST. -28.66 %
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2.63 mi of overband crack fill, roadbed and paver placed surface seal on M-50 from the east village limits of Britton easterly to the Monroe County line, Lenawee County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 374,223.95	Same	1 **
Michigan Paving & Materials Co.	\$ 417,494.89	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87482A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49229.

93. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701045
 PROJECT BHT 26012-77920
 LOCAL AGRMT.
 START DATE - SEPTEMBER 06, 2007
 COMPLETION DATE - OCTOBER 18, 2007

ENG. EST.
 \$ 156,886.05

LOW BID
 \$ 167,678.97

% OVER/UNDER EST.
 6.88 %

Abutment drainage repairs, substructure patching repairs,
 bridge railing repairs, and approach work on M-18 over the
 north branch of the Cedar River, Gladwin County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 167,678.97	Same	1 **
3-S Construction, Inc.	\$ 169,696.50	Same	2
Davis Construction, Inc.	\$ 174,190.45	Same	3
John Henry Excavating, Inc.	\$ 182,713.65	\$ 182,513.65	4
Rohde Brothers Excavating, Inc.	\$ 183,129.58	Same	5
L.W. Lamb, Inc.	\$ 189,353.00	Same	6
Heystek Contracting Inc.	\$ 192,799.44	Same	7
J. Slagter & Son Construction Co.	\$ 196,003.54	Same	8
Miller Development, Inc.	\$ 201,975.69	Same	9
Midwest Bridge Company	\$ 203,042.04	Same	10
S.L. & H. Contractors, Inc.			
J.E. Kloote Contracting, Inc.			
McDowell Construction , L.L.C.			

10 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

77920A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48624.

94. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701046
 PROJECT BHN 18034-83548, ETC
 LOCAL AGRMT.
 START DATE - MARCH 05, 2007
 COMPLETION DATE - JUNE 21, 2007

ENG. EST.
 \$ 1,398,244.63

LOW BID
 \$ 1,394,996.15

% OVER/UNDER EST.
 -0.23 %

Deep concrete overlay, partial deck replacement, replace expansion joint and bridge railing, prestressed concrete I-beam end and substructure repair, and approach work on US-127 over US-127BR and M-61, replace deck joint and pin and hanger, steel repair, heat straightening fascia beam, and bridge railing thrie beam retrofit on Baily Drive over US-127, Clare County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 1,394,996.15	Same	1 **
J. Slagter & Son Construction Co.	\$ 1,427,547.80	Same	2
C.A. Hull Co., Inc.	\$ 1,532,785.28	Same	3
Walter Toebe Construction Co.	\$ 1,792,107.05	Same	4
Midwest Bridge Company	\$ 1,844,354.25	Same	5
Anlaan Corporation	\$ 1,863,019.11	Same	6
L.W. Lamb, Inc.			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

83548A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

85365A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48625.

95.	LETTING OF JANUARY 12, 2007 PROPOSAL 0701047 PROJECT M 28011-87231 LOCAL AGRMT. START DATE - OCTOBER 01, 2007 COMPLETION DATE - 7 working days	ENG. EST. \$ 306,689.73	LOW BID \$ 275,037.00	% OVER/UNDER EST. -10.32 %
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1.93 mi of hot mix asphalt cold milling and resurfacing and joint repairs on US-31 from west of East Silver Lake Road easterly to west of County Road 633, and the intersection of US-31 and M-137, Grand Traverse County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 275,037.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 287,574.34	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87231A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49643.

24.84 mi of guardrail upgrading, culvert extension, and slope flattening on M-82 from 48th Avenue easterly to M-37 and from M-37 easterly to US-131, Newaygo and Montcalm Counties.

7 Bidders

Zip Code: 49337.

97. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701049
 PROJECT STG 84917-88480
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2007

ENG. EST.
 \$ 1,876,357.61

LOW BID
 \$ 2,174,440.26

% OVER/UNDER EST.
 15.89 %

Application of permanent pavement markings including longitudinal markings on various state trunkline routes, St. Clair, Macomb, Oakland and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 2,174,440.26	Same	1 **
P.K. Contracting, Inc.	\$ 2,276,740.99	Same	2
Clark Highway Services, Inc.			
Oglesby Construction, Inc.			

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

88480A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Pavement marking.

Zip Code: 48075.

98. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701050
 PROJECT STG 84916-88477
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2007

ENG. EST.
 \$ 533,791.91

LOW BID
 \$ 536,403.72

% OVER/UNDER EST.
 0.49 %

Application of permanent pavement markings including longitudinal and special pavement markings on various state trunkline routes, Hillsdale, Jackson, and Lenawee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 536,403.72	Same	1 **
R. S. Contracting, Inc.	\$ 540,333.96	Same	2
Clark Highway Services, Inc.			
Oglesby Construction, Inc.			

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

88477A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Pavement marking.

Zip Code: 49201.

100. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701052
 PROJECT M 53033-87031
 LOCAL AGRMT.
 START DATE - MAY 08, 2007
 COMPLETION DATE - 8 working days

ENG. EST.
 \$ 234,910.80

LOW BID
 \$ 239,579.68

% OVER/UNDER EST.
 1.99 %

5.49 mi of overband crack fill and single chip seal on US-10 from east of Campbell Road to west of the east Mason County line, and on US-31 from north of Hoague Road to north of the south Manistee County line, Mason and Manistee Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, Inc.	\$ 239,579.68	Same	1 **
Michigan Pavement Solution LLC	\$ 264,000.00	Same	2
Pavement Maintenance Systems, Inc.	\$ 277,984.10	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87031A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49458.

8.56 mi of hot mix asphalt base crushing and shaping, cold milling and resurfacing, construction of bi-directional passing relief lanes, and guardrail upgrading on US-2 from the Sturgeon River Bridge easterly to east of M-183, Delta County. This project includes two 5 year materials and workmanship warranties.

3 Bidders

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The passing lane relief will reduce congestion and improve highway operations.

59135A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs. Reduced motorists operating costs with increased safety, efficiency, and capacity.

New Project Identification: Reconstruction.

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102. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701054
 PROJECT NHG 84900-87573
 LOCAL AGRMT.
 START DATE - APRIL 02, 2007
 COMPLETION DATE - JUNE 28, 2007

ENG. EST.
 \$ 681,803.62

LOW BID
 \$ 610,479.49

% OVER/UNDER EST.
 -10.46 %

339.50 mi of freeway speed limit signing upgrade on Metro
 freeways I-69, I-75, I-94, I-96, I-275, I-375, I-696,
 I-75BL, I-75 Connector, M-5, M-8, M-10, M-39, M-53, and
 M-59, Macomb, Oakland, St. Clair, and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 610,479.49	Same	1 **
Highway Service Co., Inc.	\$ 614,330.35	Same	2
J & J Contracting, Inc.	\$ 680,877.48	Same	3
Midwest Bridge Company	\$ 845,588.62	Same	4
Trans Tech Electric Ltd Partnership			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87573A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48180.

104. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701057
 PROJECT NH 24011-79063, ETC
 LOCAL AGRMT.
 START DATE - SEPTEMBER 04, 2007
 COMPLETION DATE - NOVEMBER 09, 2007

ENG. EST.
 \$ 577,645.04

LOW BID
 \$ 602,947.25

% OVER/UNDER EST.
 4.38 %

0.23 mi hot mix asphalt cold milling, resurfacing and widening, storm sewer, and traffic signals on US-31 from Rosada Street northerly to north of West Conway Road, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-County Excavating	\$ 603,042.25	\$ 602,947.25	1 **
MDC Contracting, LLC	\$ 652,689.85	Same	2
Rieth-Riley Construction Co., Inc.	\$ 683,114.86	\$ 683,094.86	3
Cordes Excavating, Inc.	\$ 727,087.89	\$ 727,067.89	4
M & M Excavating Co., Inc.			
Fonson, Inc.			
D.J. McQuestion & Sons, Inc.			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79063A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

83194A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49740.

106. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701059
 PROJECT STT 41121-87028
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - SEPTEMBER 10, 2007

ENG. EST.
 \$ 1,560,577.24

LOW BID
 \$ 1,369,468.57

% OVER/UNDER EST.
 -12.25 %

9.74 mi of hot mix asphalt cold milling and one course hot mix asphalt resurfacing, and hot mix asphalt overlay, on M-46 east of M-37 easterly to east of the northbound US-131 ramps, Kent County. This project includes two 3 year pavement performance warranties.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,369,468.57	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,425,655.29	Same	2
Aggregate Industries-Central Region	\$ 1,653,058.37	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87028A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49330.

107. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701060
 PROJECT NH 58034-87549
 LOCAL AGRMT.
 START DATE - APRIL 30, 2007
 COMPLETION DATE - 14 calendar days

ENG. EST.
 \$ 193,970.14

LOW BID
 \$ 252,372.32

% OVER/UNDER EST.
 30.11 %

0.26 mi of under-sealing and leveling concrete pavement with high density polyurethane on northbound US-23 from north of the Ohio State line northerly to south of US-223, Monroe County.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Causie Contracting, Inc.	\$ 252,372.32	Same	1 **
Snowden, Inc.	\$ 413,482.00	Same	2
Kelcris Corporation			
Florence Cement Company			

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87549A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48144.

108. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701061
 PROJECT STH 83052-79623
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 18, 2007

ENG. EST.
 \$ 545,218.09

LOW BID
 \$ 588,089.21

% OVER/UNDER EST.
 7.86 %

0.11 mi of right turn lane construction and intersection improvements from the Mitchell State Park entrance north to North Boulevard and structure widening and pedestrian walkway in the city of Cadillac, Wexford County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 588,089.21	Same	1 **
L.W. Lamb, Inc.	\$ 602,115.35	Same	2
J. Slagter & Son Construction Co.	\$ 627,883.81	Same	3
Davis Construction, Inc.	\$ 698,896.32	Same	4
Midwest Bridge Company	\$ 731,896.04	Same	5
Milbocker and Sons, Inc.	\$ 757,611.37	Same	6
Walter Toebe Construction Co.	\$ 822,186.55	Same	7
Miller Development, Inc.			
J.E. Kloote Contracting, Inc.			

7 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79623A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49601.

Zip Code: 48822.

Zip Code: 49080.

112. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701068
 PROJECT IM 19043-87558-2
 LOCAL AGRMT.
 START DATE - MAY 14, 2007
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.
 \$ 1,956,477.66

LOW BID
 \$ 1,641,015.85

% OVER/UNDER EST.
 -16.12 %

6.50 mi of concrete pavement restoration including full depth repairs, diamond grinding and crack sealing on I-69 from east of Airport Road easterly to west of Chandler Road, Clinton County.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Opperman Grooving, Inc.	\$ 1,641,015.85	Same	1 **
Penhall Company and Subsidiaries	\$ 1,670,262.07	Same	2
Safety Grooving & Grinding of Mich	\$ 1,848,757.20	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87558A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48820.

LOCAL PROJECTS

113. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701004
 PROJECT STU 82400-89070
 LOCAL AGRMT. 06-5589
 START DATE - 10 days after award
 COMPLETION DATE - 28 working days

ENG. EST.	LOW BID
\$ 330,764.30	\$ 294,286.49
% OVER/UNDER EST.	
-11.03 %	

0.45 mi of cold milling, hot mix asphalt paving, concrete curb cap repair, adjusting drainage structures, guardrail, and pavement markings on Quarry Road from Pennsylvania Road to Fort Street (M-85) in the cities of Wyandotte and Southgate, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 294,286.49	Same	1 **
Cadillac Asphalt, LLC.	\$ 304,885.29	Same	2
Barrett Paving Materials, Inc.	\$ 322,552.20	Same	3
Ajax Paving Industries, Inc.	\$ 353,605.49	Same	4
ABC Paving Company			
Asix Asphalt Paving LLC			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

89070A

Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 48192.

114. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701005
 PROJECT CMG 61400-88267
 LOCAL AGRMT. 06-5459
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.
 \$ 91,948.00

LOW BID
 \$ 65,980.60

% OVER/UNDER EST.
 -28.24 %

0.07 mi of traffic signal installation with pedestrian actuation and optimization, including sidewalk ramps, loop detectors, case sign, controllers, and pavement markings on Henry Street at Hile Road intersection in the city of Norton Shores, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 65,980.60	Same	1 **
Windemuller Electric, Inc.	\$ 75,214.25	Same	2
J R Howell Airport Lighting LLC	\$ 76,090.64	Same	3
DVT Electric, Inc	\$ 76,643.50	Same	4
Severance Electric Co., Inc.	\$ 77,998.91	Same	5
J. Ranck Electric, Inc.	\$ 78,212.35	Same	6
Allstate Electric, Inc.	\$ 83,224.42	Same	7
Metropolitan Power & Lighting, Inc.	\$ 99,999.99	Same	8
Trans Tech Electric Ltd Partnership			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

88267A

Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 49441.

115. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701006
 PROJECT STUL 73404-88408
 LOCAL AGRMT. 06-5588
 START DATE - APRIL 16, 2007
 COMPLETION DATE - JUNE 29, 2007

ENG. EST. \$ 810,410.50
 LOW BID \$ 739,891.70
 % OVER/UNDER EST. -8.70 %

0.50 mi of road widening, hot mix asphalt cold milling and paving, concrete curb and gutter, concrete sidewalk ramps, drainage improvements, and pavement markings on Wieneke Road from State Street (M-58) to Weiss Street, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Geiersbach Construction, Inc.	\$ 739,891.70	Same	1 **
Young's Environmental Cleanup, Inc.	\$ 739,996.92	Same	2
Rohde Brothers Excavating, Inc.	\$ 752,488.00	Same	3
Tri-Valley Landscaping, Inc.	\$ 772,408.25	Same	4
Champagne and Marx Excavating, Inc.	\$ 816,413.02	Same	5
Fisher Contracting Company	\$ 844,977.11	Same	6
Wooten Contracting Co.	\$ 848,276.20	Same	7
3-S Construction, Inc.	\$ 863,703.50	Same	8
Zito Construction Co.	\$ 864,861.02	Same	9
L.J. Construction, Inc.	\$ 870,377.50	Same	10
A. J. Rehms & Son, Inc.	\$ 877,371.50	Same	11
Lee Wood Contracting, Inc.	\$ 924,520.59	Same	12
Saginaw Asphalt Paving Company			
Bourdow Trucking Company			
CRS/Shaw Contracting Co.			
Milbocker and Sons, Inc.			
Lois Kay Contracting Co.			
M & M Excavating Co., Inc.			
DeAngelis Landscape, Inc.			

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

88408A
 Saginaw County 18.15 %
 Federal Highway Administration Funds 81.85 %

Selection: Low bid.

Zip Code: 48603.

116. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701007
 PROJECT STU 82400-88190
 LOCAL AGRMT. 06-5557
 START DATE - APRIL 16, 2007
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.
 \$ 392,754.20

LOW BID
 \$ 404,592.22

% OVER/UNDER EST.
 3.01 %

0.44 mi of road resurfacing, including hot mix asphalt cold milling, concrete base course patching, drainage structure adjustments, hot mix asphalt paving, and pavement markings on Kercheval Avenue from Neff Avenue to Fisher Road in the city of Grosse Pointe, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 404,592.22	Same	1 **
Cadillac Asphalt, LLC.	\$ 435,024.11	Same	2
Asix Asphalt Paving LLC	\$ 467,735.32	Same	3
Pro-Line Asphalt Paving Corp.	\$ 468,679.64	Same	4
Barrett Paving Materials, Inc.	\$ 470,099.60	Same	5
Ajax Paving Industries, Inc.	\$ 472,233.07	Same	6
John Carlo, Inc.	\$ 498,569.86	Same	7
Peter A. Basile Sons, Inc.			
ABC Paving Company			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

88190A

Federal Highway Administration Funds	81.45 %
City of Grosse Pointe	18.55 %

Selection: Low bid.

Zip Code: 48230.

117. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701008
 PROJECT BRO 38017-86425
 LOCAL AGRMT. 06-5577
 START DATE - JULY 09, 2007
 COMPLETION DATE - 100 working days

ENG. EST.
 \$ 543,356.90

LOW BID
 \$ 559,314.07

% OVER/UNDER EST.
 2.94 %

Remove existing structure, construction of a prestressed concrete box beam bridge, and related approach work on Draper Road over the Grand River, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 559,314.07	Same	1 **
Davis Construction, Inc.	\$ 562,136.95	Same	2
E.T. MacKenzie Company	\$ 570,467.13	Same	3
S.L. & H. Contractors, Inc.	\$ 571,041.71	Same	4
Anlaan Corporation	\$ 577,987.81	Same	5
Mead Bros. Excavating, Inc.	\$ 583,981.61	Same	6
J.E. Kloote Contracting, Inc.	\$ 607,088.40	Same	7
Milbocker and Sons, Inc.	\$ 623,808.96	Same	8
Walter Toebe Construction Co.	\$ 660,530.82	Same	9
Heystek Contracting Inc.	\$ 666,557.00	Same	10
3-S Construction, Inc.			
Quantum Construction Company, Inc.			
E. C. Korneffel Co.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86425A

Jackson County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Zip Code: 49201.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 454,519.10	Same	1 **
Pyramid Paving & Contracting Co.	\$ 487,016.60	Same	2
Rieth-Riley Construction Co., Inc.	\$ 551,877.10	Same	3
D.J. McQuestion & Sons, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

88932A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Zip Code: 48750.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 708,686.70	Same	1 **
Dan's Excavating, Inc.	\$ 711,371.49	Same	2
Bailey Excavating, Inc.	\$ 718,696.00	Same	3
Tyger Excavating Inc	\$ 731,985.50	Same	4
Pamar Enterprises, Inc.	\$ 734,400.46	Same	5
Dunigan Brothers, Inc.	\$ 742,798.10	Same	6
Asix Asphalt Paving LLC	\$ 743,747.51	Same	7
Fonson, Inc.	\$ 744,592.25	Same	8
V.I.L. Construction, Inc.	\$ 749,924.71	Same	9
DeAngelis Landscape, Inc.	\$ 754,619.00	Same	10
Douglas N. Higgins, Inc.	\$ 760,082.11	Same	11
ABC Paving Company	\$ 789,662.02	Same	12
Brady Sand & Gravel, Inc.	\$ 809,035.08	Same	13
Florence Cement Company	\$ 820,756.85	Same	14
C & D Hughes, Inc.	\$ 866,503.83	Same	15
DiPonio Contracting L.L.C.	\$ 885,703.55	Same	16
Anderzack-Pitzen Construction	\$ 955,540.00	\$ 941,040.00	17
Angelo Iafrate Construction Company			
Sunset Excavating, Inc.			
E.T. MacKenzie Company			
Ajax Paving Industries, Inc.			
Rohde Brothers Excavating, Inc.			
Barrett Paving Materials, Inc.			
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.			
Pro-Line Asphalt Paving Corp.			

17 Bidders

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86150A

Federal Highway Administration Funds	43.13 %
City of Ypsilanti	56.87 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48197.

120. LETTING OF JANUARY 12, 2007	ENG. EST.	LOW BID
PROPOSAL 0701011	\$ 1,180,266.90	\$ 1,014,167.50
PROJECT STL 31035-74444-2, ETC		
LOCAL AGRMT. 06-5598		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 30, 2007		-14.07 %

1.10 mi of crushing and shaping, hot mix asphalt resurfacing and culverts on Houghton Canal Road from Liminga Road northerly to south of the village of Oskar, 1.81 mi of guardrail replacement on Canal Road from Old Mill Road to Liminga Road, 1.40 mi of aggregate base, crushing and shaping of hot mix asphalt, hot mix asphalt resurfacing, and drainage improvements on Houghton Canal Road from Markham's Marina to Luminga Road, 1.57 mi of crushing and shaping and hot mix asphalt resurfacing on Houghton Canal Road from Old Mill Road northerly to Markham's Marina, Houghton County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,014,167.50	Same	1 **
Bacco Construction Company	\$ 1,070,805.82	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

74444A	
Houghton County	20.00 %
Federal Highway Administration Funds	80.00 %
78892A	
Houghton County	20.00 %
State Restricted Trunkline Funds	80.00 %
78893A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
87638A	
Houghton County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49931.

121. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701012
 PROJECT STL 73046-86720
 LOCAL AGRMT. 06-5602
 START DATE - JUNE 11, 2007
 COMPLETION DATE - AUGUST 11, 2007

ENG. EST.
 \$ 615,662.33

LOW BID
 \$ 642,105.42

% OVER/UNDER EST.
 4.30 %

1.07 mi of road rehabilitation, including cold milling, pavement joint repair, hot mix asphalt resurfacing, concrete curb and gutter, concrete sidewalk, and pavement markings, on West Genesee Street from Dehmel Road easterly to Main Street (M-83), in the city of Frankenmuth, Saginaw County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 642,105.42	Same	1 **
Lois Kay Contracting Co.	\$ 671,080.42	Same	2
Pyramid Paving & Contracting Co.	\$ 687,806.80	Same	3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

86720A

Federal Highway Administration Funds	79.21 %
City of Frankenmuth	20.79 %

Selection: Low bid.

Zip Code: 48734.

122. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701013
 PROJECT EDDF 78555-82850
 LOCAL AGRMT. 06-5558
 START DATE - 10 days after award
 COMPLETION DATE - 40 working days

ENG. EST.
 \$ 846,299.44

LOW BID
 \$ 855,612.51

% OVER/UNDER EST.
 1.10 %

4.12 mi of hot mix asphalt base crushing and shaping, hot mix asphalt leveling and top courses, hot mix asphalt and class II shoulders, guardrail replacement, drainage structures, and pavement markings, on Shimmel Road from Featherstone Road south to US-12, St. Joseph County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 855,612.51	Same	1 **
Michigan Paving & Materials Co.	\$ 929,067.30	Same	2

2 Bidders

Purpose/Business Case: This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

82850A

Federal Highway Administration Funds 60.00 %

State Restricted Trunkline Funds 40.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49091.

123.	LETTING OF JANUARY 12, 2007	ENG. EST.	LOW BID
	PROPOSAL 0701014	\$ 191,643.30	\$ 188,410.60
	PROJECT STH 61609-84962		
	LOCAL AGRMT. 06-5604		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 30 working days		-1.69 %

Guardrail improvements including concrete curb and gutter and slope restoration on Maple Island Road at 5 locations between White Road and Sweeter Road, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 188,410.60	Same	1 **
J & J Contracting, Inc.	\$ 200,094.30	Same	2
Tri-Valley Landscaping, Inc.	\$ 200,237.70	Same	3
Dale Dukes & Sons, Inc.	\$ 202,832.00	Same	4
Nashville Construction Company	\$ 204,152.31	Same	5
J. Slagter & Son Construction Co.	\$ 211,772.22	Same	6
Rite Way Fence, Inc.	\$ 215,100.45	Same	7
Nationwide Fence & Supply Company			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84962A

Muskegon County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.**Zip Code:** 49442.

124. LETTING OF JANUARY 12, 2007	ENG. EST.	LOW BID
PROPOSAL 0701015	\$ 507,779.50	\$ 576,029.69
PROJECT BRO 24017-59702		
LOCAL AGRMT. 06-5596		% OVER/UNDER EST.
START DATE - MARCH 12, 2007		
COMPLETION DATE - JUNE 29, 2007		13.44 %

Bridge rehabilitation and related approach work on River Street over the Crooked River in the village of Alanson, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 576,029.69	Same	1 **
Midwest Bridge Company	\$ 626,889.80	Same	2
Davis Construction, Inc.	\$ 656,669.04	Same	3
J.E. Kloote Contracting, Inc.			
L.W. Lamb, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

59702A

Village of Alanson	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49706.

125. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701016
 PROJECT EDD 31555-83467
 LOCAL AGRMT. 06-5582
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.	LOW BID
\$ 441,797.43	\$ 389,384.56
% OVER/UNDER EST.	
	-11.86 %

1.81 mi of aggregate base, crushing and shaping and hot mix asphalt resurfacing with drainage improvements on Bootjack Road from Valley Road to Rice Lake Road, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 389,384.56	Same	1 **
Bacco Construction Company	\$ 429,602.04	Same	2
Pitlik & Wick, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83467A

Houghton County	20.00 %
State Restricted Trunkline Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.
Selection: Low bid.
Zip Code: 49945.

126.	LETTING OF JANUARY 12, 2007	ENG. EST.	LOW BID
	PROPOSAL 0701017	\$ 791,045.07	\$ 693,879.35
	PROJECT STU 50458-75499		
	LOCAL AGRMT. 06-5580		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 29, 2007		-12.28 %

Bridge rehabilitation including concrete overlay, joint replacement, pin and hanger replacement and painting of steel beams on Dickinson Street over the Clinton River in the city of Mount Clemens, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 693,879.35	Same	1 **
Anlaan Corporation	\$ 771,119.43	Same	2
C.A. Hull Co., Inc.	\$ 801,671.23	Same	3
Walter Toebe Construction Co.	\$ 818,867.01	Same	4
Posen Construction, Inc.	\$ 885,680.13	Same	5
Midwest Bridge Company	\$ 928,485.35	Same	6
John Carlo, Inc.			
Abhe & Svoboda, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

75499A

Federal Highway Administration Funds	81.73 %
City of Mt. Clemens	18.27 %

Selection: Low bid.

Zip Code: 48043.

127. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701018
 PROJECT CMG 25402-87759
 LOCAL AGRMT. 06-5603
 START DATE - MAY 25, 2007
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.
 \$ 324,633.75

LOW BID
 \$ 313,478.50

% OVER/UNDER EST.
 -3.44 %

Signal upgrades including optimization and interconnects at 4 locations along the Saginaw Road Corridor on Saginaw Street from Bella Vista Drive to Center Street, in the city of Grand Blanc, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 313,478.50	Same	1 **
Alpha Electric, Inc.	\$ 358,317.00	Same	2
J R Howell Airport Lighting LLC	\$ 371,658.52	Same	3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87759A

Federal Highway Administration Funds

85.64 %

City of Grand Blanc

14.36 %

Selection: Low bid.

Zip Code: 48439.

128. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701019
 PROJECT STH 21609-84942
 LOCAL AGRMT. 06-5595
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.
 \$ 263,454.00

LOW BID
 \$ 216,563.84

% OVER/UNDER EST.
 -17.80 %

0.30 mi of intersection realignment, widening for center left turn lane, aggregate base, hot mix asphalt, curb and gutter, drainage improvements, and safety item upgrades on County Road 412 at County Road 15, at County Road 35 and at County Road 17, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 216,563.84	Same	1 **
Bacco Construction Company	\$ 256,010.88	Same	2
Snowden, Inc.	\$ 262,973.62	Same	3
Smith Paving, Inc.			
Oberstar, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84942A

Delta County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low bid.

Zip Code: 49829.

129.	LETTING OF JANUARY 12, 2007 PROPOSAL 0701020 PROJECT STL 52078-76705-2, ETC LOCAL AGRMT. 06-5522, 06-5612 START DATE - 10 days after award COMPLETION DATE - JUNE 30, 2007	ENG. EST. \$ 569,935.25	LOW BID \$ 473,789.98	% OVER/UNDER EST. -16.87 %
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0.90 mi of hot mix asphalt overlay on County Road 480 east of M-35 easterly, 0.56 mi of hot mix asphalt wedging and overlay on County Road 545 from south of County Road TD to north of County Road TH, 0.27 mi of hot mix asphalt crushing and shaping and paving on County Road 480 west of County Road NW westerly, 0.76 mi of hot mix asphalt wedging and overlay on County Road 557 south of County Road SAH northerly, 0.27 mi of hot mix asphalt base crushing and shaping and paving on County Road 480 west of County Road NX westerly, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 473,789.98	Same	1 **
Bacco Construction Company	\$ 484,064.49	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76705A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
76712A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
76715A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
83286A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
87583A	
Marquette County	17.00 %
Federal Highway Administration Funds	69.00 %
State Restricted Trunkline Funds	14.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49869.

130. LETTING OF JANUARY 12, 2007
PROPOSAL 0701021
PROJECT HPSL 31061-88928
LOCAL AGRMT. 06-5606
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.	LOW BID
\$ 556,449.10	\$ 482,965.99
	% OVER/UNDER EST.
	-13.21 %

3.50 mi of shaping, aggregate base, drainage improvements
and hot mix asphalt surfacing on Jacobsville Road from
Rabbit Bay Road southerly, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 482,965.99	Same	1 **
Bacco Construction Company	\$ 519,009.69	Same	2
Pitlik & Wick, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

88928A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49945.

131. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701022
 PROJECT STE 59012-83663-2
 LOCAL AGRMT. 06-5381
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.	LOW BID
\$ 158,480.50	\$ 178,824.91
% OVER/UNDER EST.	
	12.84 %

0.50 mi of hot mix asphalt paving, concrete sidewalk, street light system improvements and trail head construction on White Pine Trail from Chestnut Street to Tamarack Creek in the village of Howard City, Montcalm County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 178,824.91	Same	1 **
Dykema Excavators, Inc.	\$ 198,416.65	Same	2
Schippers Excavating, Inc.	\$ 200,000.00	Same	3
Brenner Excavating, Inc.	\$ 209,984.44	Same	4
Kamminga & Roodvoets, Inc.	\$ 219,665.59	Same	5
Rohde Brothers Excavating, Inc.	\$ 225,649.30	Same	6
D.J. McQuestion & Sons, Inc.	\$ 227,230.54	Same	7
Nashville Construction Company	\$ 250,118.19	Same	8
Heystek Contracting Inc.	\$ 260,802.50	Same	9
Diversco Construction Company Inc	\$ 293,022.00	Same	10
Eastlund Concrete Construction			
Stein Construction Co., Inc.			
Youngstrom Contracting, Inc.			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Causie Contracting, Inc.			
L.J. Construction, Inc.			
Miller Development, Inc.			

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83663A

Federal Highway Administration Funds	80.00 %
Village of Howard City	20.00 %

Selection: Low bid.**Zip Code:** 49329.

132. LETTING OF JANUARY 12, 2007	ENG. EST.	LOW BID
PROPOSAL 0701032	\$ 1,619,337.80	\$ 1,404,267.78
PROJECT MCS 19004-86406, ETC		
LOCAL AGRMT. 06-5540		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 05, 2007		-13.28 %

Remove 2 existing bridge structures and construct prestressed concrete bridges and related approach work on Wright Road over Stoney Creek and on Grange Road over Looking Glass River, Clinton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 1,404,267.78	Same	1 **
Milbocker and Sons, Inc.	\$ 1,453,412.26	Same	2
Anlaan Corporation	\$ 1,492,495.37	Same	3
J. Slagter & Son Construction Co.	\$ 1,559,751.96	Same	4
Walter Toebe Construction Co.	\$ 1,585,261.82	Same	5
Davis Construction, Inc.	\$ 1,590,156.96	Same	6
E.T. MacKenzie Company	\$ 1,689,756.55	Same	7
Midwest Bridge Company	\$ 1,696,177.97	Same	8
C.A. Hull Co., Inc.	\$ 1,815,042.98	Same	9
Angelo Iafrate Construction Company			
Miller Development, Inc.			
L.W. Lamb, Inc.			
E. C. Korneffel Co.			
J.E. Kloote Contracting, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86406A

Clinton County	5.94 %
State Restricted Trunkline Funds	94.06 %

86408A

Clinton County	0.95 %
State Restricted Trunkline Funds	99.05 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48835.

133. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701033 \$ ENG. EST. LOW BID
 \$ 884,331.50 \$ 702,179.12
 PROJECT BRO 19013-86409, ETC
 LOCAL AGRMT. 06-5548 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2007 -20.60 %

Remove 2 existing structures and construct prestressed bridges and related approach work on Lowell Road over Bad Creek and Wacousta Road over Peet Creek, Clinton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 702,179.12	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 747,957.97	\$ 747,807.97	2
S.L. & H. Contractors, Inc.	\$ 762,624.92	Same	3
Anlaan Corporation	\$ 763,680.07	Same	4
Miller Development, Inc.	\$ 775,069.27	Same	5
E.T. MacKenzie Company	\$ 775,764.16	Same	6
Davis Construction, Inc.	\$ 827,878.25	Same	7
J. Slagter & Son Construction Co.	\$ 848,653.94	Same	8
Walter Toebe Construction Co.	\$ 873,051.69	Same	9
Angelo Iafrate Construction Company			
E. C. Korneffel Co.			
Midwest Bridge Company			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86409A

Clinton County	6.72 %
Federal Highway Administration Funds	78.55 %
State Restricted Trunkline Funds	14.73 %

86410A

Clinton County	7.21 %
Federal Highway Administration Funds	78.14 %
State Restricted Trunkline Funds	14.65 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48835.

134. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701034
 PROJECT CMG 50400-87999
 LOCAL AGRMT. 06-5594
 START DATE - APRIL 01, 2007
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.
 \$ 838,325.23

LOW BID
 \$ 769,769.69

% OVER/UNDER EST.
 -8.18 %

2.60 mi of signal modernization and interconnect on
 Dequindre Road from 11 Mile Road to East Avis Road,
 in the cities of Warren and Madison Heights, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 769,769.69	Same	1 **
Alpha Electric, Inc.	\$ 776,124.00	Same	2
Motor City Electric Utilities Co.	\$ 785,763.26	Same	3
Rauhorn Electric, Inc.	\$ 809,795.00	Same	4
J. Ranck Electric, Inc.	\$ 885,432.10	Same	5
Trans Tech Electric Ltd Partnership	\$ 911,053.75	Same	6
Posen Construction, Inc.	\$ 925,190.05	Same	7
Severance Electric Co., Inc.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87999A

Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 48092.

135. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701035
 PROJECT FFH 36017-47036-2
 LOCAL AGRMT. 06-5099
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 1,791,712.74

LOW BID
 \$ 1,676,743.99

% OVER/UNDER EST.
 -6.42 %

5.43 mi of aggregate base course, hot mix asphalt surfacing, shoulders, culverts, guardrail and earthwork on Federal Forest Highway 16 from Smokey Lake Road northerly to US-2, Iron County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Musson Bros., Inc.	\$ 1,676,743.99	Same	1 **
Northeast Asphalt, Inc.	\$ 1,697,957.99	Same	2
Mathy Construction Company	\$ 1,735,486.93	Same	3
MJO Contracting, Inc.	\$ 1,745,240.85	Same	4
Oberstar, Inc.	\$ 1,786,059.42	Same	5
Bacco Construction Company	\$ 1,891,743.14	Same	6
James Peterson Sons, Inc.	\$ 2,010,975.57	Same	7
A. Lindberg & Sons, Inc.	\$ 2,350,503.30	Same	8
Hebert Construction Company			
Rieth-Riley Construction Co., Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

47036A

Federal Highway Administration Funds

100 %

Selection: Low bid.

Zip Code: 49935.

136. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701036
 PROJECT STH 42609-87703
 LOCAL AGRMT. 06-5581
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.	LOW BID
\$ 34,632.64	\$ 34,515.00
% OVER/UNDER EST.	
-0.34 %	

0.10 mi of guardrail upgrades on Cliff Drive at Gratiot
 River Bridge and Gay-Lac La Belle Road at Little Gratiot
 River Bridge, Keweenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 34,515.00	Same	1 **
J. Slagter & Son Construction Co.	\$ 35,313.31	Same	2
Future Fence Company	\$ 45,995.00	Same	3
J & J Contracting, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87703A	
Keweenaw County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 49950.

137. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701037
 PROJECT STU 63459-88339
 LOCAL AGRMT. 06-5477
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 13, 2007

ENG. EST.
 \$ 5,084,345.10

LOW BID
 \$ 5,133,719.16

% OVER/UNDER EST.
 0.97 %

3.55 mi of hot mix asphalt paving, earthwork, concrete curb and gutter, guardrail, storm sewer, and tree removal on Rochester Road from Gunn Road to Predmore Road, Oakland County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 5,133,719.16	Same	1 **
B & V Construction, Inc.	\$ 5,162,370.93	Same	2
South Hill Construction Company	\$ 5,310,437.60	Same	3
Dan's Excavating, Inc.	\$ 5,335,227.20	Same	4
Angelo Iafrate Construction Company	\$ 5,555,555.55	Same	5
Six-S, Inc.	\$ 5,718,133.31	Same	6
Cadillac Asphalt, LLC.	\$ 5,742,365.20	Same	7
L.J. Construction, Inc.	\$ 5,755,094.03	Same	8
C.A. Hull Co., Inc.	\$ 5,767,861.48	Same	9
Pamar Enterprises, Inc.	\$ 5,771,731.48	Same	10
Peter A. Basile Sons, Inc.	\$ 5,803,348.29	Same	11
Zito Construction Co.	\$ 6,085,428.80	Same	12
L. D'Agostini & Sons, Inc.	\$ 6,095,537.40	Same	13
ABC Paving Company	\$ 6,097,079.42	Same	14
DeAngelis Landscape, Inc.			
Ajax Paving Industries, Inc.			
M & M Excavating Co., Inc.			
Fisher Contracting Company			
Sunset Excavating, Inc.			
V.I.L. Construction, Inc.			

14 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

88339A	
Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48306.

138.	LETTING OF JANUARY 12, 2007	ENG. EST.	LOW BID
	PROPOSAL 0701038	\$ 305,230.38	\$ 309,600.39
	PROJECT BRO 52015-86405		
	LOCAL AGRMT. 06-5584		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2007		1.43 %

Bridge removal and replacement along with related approach work on County Road PX at the north branch of the Big West River, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 309,600.39	Same	1 **
A. Lindberg & Sons, Inc.	\$ 321,184.10	Same	2
Snowden, Inc.	\$ 357,816.72	Same	3
Zenith Tech, Inc.	\$ 370,872.80	Same	4
Associated Constructors, LLC	\$ 371,883.20	Same	5
Bacco Construction Company			
E.T. MacKenzie Company			
Oberstar, Inc.			
J. Slagter & Son Construction Co.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86405A

Marquette County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49841.

139.	LETTING OF JANUARY 12, 2007 PROPOSAL 0701039 PROJECT MCS 52006-86404 LOCAL AGRMT. 06-5583 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 01, 2007	ENG. EST. \$ 275,835.50 % OVER/UNDER EST. -5.47 %	LOW BID \$ 260,744.60
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Bridge removal and replacement along with related approach work on County Road GGT at Deer Creek, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 260,744.60	Same	1 **
Hebert Construction Company	\$ 265,982.52	Same	2
Associated Constructors, LLC	\$ 297,585.75	Same	3
Snowden, Inc.	\$ 304,474.08	Same	4
Zenith Tech, Inc.	\$ 341,599.00	Same	5
Bacco Construction Company			
E.T. MacKenzie Company			
Oberstar, Inc.			
J. Slagter & Son Construction Co.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86404A

Marquette County

5.00 %

State Restricted Trunkline Funds

95.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49849.

140. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701056
 PROJECT CM 70414-87921
 LOCAL AGRMT. 06-5506
 START DATE - APRIL 15, 2007
 COMPLETION DATE - JULY 15, 2007

ENG. EST.
 \$ 152,015.00

LOW BID
 \$ 149,050.00

% OVER/UNDER EST.
 -1.95 %

0.26 mi of non-motorized facility construction including earthwork, hot mixed asphalt paving, elevated boardwalk, and pavement markings on Adams Street from 80th Avenue to 78th Avenue, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Quantum Construction Company, Inc.	\$ 149,050.00	Same	1 **
Dan Hoe Excavating, Inc.	\$ 149,212.10	Same	2
J. Slagter & Son Construction Co.	\$ 149,587.71	Same	3
L.W. Lamb, Inc.	\$ 151,185.70	Same	4
Schippers Excavating, Inc.	\$ 175,500.00	Same	5
L.J. Construction, Inc.	\$ 175,811.00	Same	6
Kamminga & Roodvoets, Inc.	\$ 192,822.95	Same	7
Milbocker and Sons, Inc.	\$ 207,327.15	Same	8
Anlaan Corporation	\$ 219,559.00	Same	9
Heystek Contracting Inc.	\$ 228,295.20	Same	10
Davis Construction, Inc.	\$ 245,396.00	Same	11
Diversco Construction Company, Inc.	\$ 306,755.00	Same	12
Velting Contractors, Inc.			
McDowell Construction , L.L.C.			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
Walter Toebe Construction Co.			
Youngstrom Contracting, Inc.			

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87921A

Ottawa County

20.30 %

Federal Highway Administration Funds

79.70 %

Selection: Low bid.

Zip Code: 49464.

141. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701062
 PROJECT DPSA 51053-83546
 LOCAL AGRMT. 06-5592
 START DATE - 10 days after award
 COMPLETION DATE - MARCH 02, 2007

ENG. EST.
 \$ 223,871.00

LOW BID
 \$ 268,000.00

% OVER/UNDER EST.
 19.71 %

Replace submarine cables on Maple Street Bascule Bridge
 at the Manistee River in the city of Manistee, Manistee
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 268,000.00	Same	1 **
Windemuller Electric, Inc.	\$ 299,533.00	Same	2
J. Ranck Electric, Inc.	\$ 310,610.00	Same	3
DVT Electric, Inc	\$ 342,000.00	Same	4
Metropolitan Power & Lighting, Inc.			
Rauhorn Electric, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83546A

Federal Highway Administration Funds

100 %

Selection: Low bid.

Zip Code: 49660.

REAL ESTATE PROJECTS

142. LETTING OF JANUARY 12, 2007
 PROPOSAL 0701067
 PROJECT M 77111-88449B01
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 16, 2007

ENG. EST.
 \$ 289,000.00

LOW BID
 \$ 246,125.00

% OVER/UNDER EST.
 -14.84 %

Demolition of department-owned real estate parcels,
 St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
North American Dismantling Corp.	\$ 246,125.00	Same	1 **
Dan's Excavating, Inc.	\$ 253,825.00	Same	2
Pitsch Wrecking Company	\$ 291,000.00	Same	3
Homrich Wrecking, Inc.	\$ 328,320.00	Same	4
Bierlein Companies, Inc.	\$ 399,920.00	Same	5
Fisher Contracting Company	\$ 537,578.06	Same	6
Young's Environmental Cleanup, Inc.			

6 Bidders

Purpose/ Business Case: This project is to remove building improvements from property acquired for the Blue Water Bridge Plaza expansion project in St. Clair County.

Benefit: The parcel improvements should be removed for safety factors. The improvements are located in the proposed right of way.

Funding Source:

88449B01

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The contractor's final cost will be based on unit prices bid by the contractor.

Risk Assessment:

Cost Reduction: Not applicable.

Selection: Low bid

New Project Identification: demolition.

Zip Code: 48060

EXTRAS

143. **Extra 2007 - 03**

Control Section/Job Number:	25031-75247	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Interstate Highway Construction P.O. Box 4356 Englewood, CO 80155	
Designed By:	MDOT	
Engineer's Estimate:	\$30,199,079.71	

Description of Project:

6.87 miles of concrete pavement reconstruction, shoulder reconstruction, guardrail and drainage improvements, structure replacements (S07, S09), miscellaneous bridge rehabilitation (S03, S04, S05, S06) on US-23 from south of Thompson Road to I-75 in Fenton, Mundy, and Flint Townships, Genesee County.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	March 16, 2005	
Original Contract Amount:	\$28,329,086.13	
Total of Overruns/Changes (Approved to Date):	586,154.54	+ 2.07%
Total of Extras/Adjustments (Approved to Date):	800,229.26	+ 2.82%
Total of Negative Adjustments (Approved to Date):	(643,865.74)	- 2.27%
THIS REQUEST	<u>104,523.12</u>	<u>+ 0.37%</u>
Revised Total	<u>\$29,176,127.31</u>	+ 2.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.62% over the original budget for an **Authorized to Date Amount** of \$29,071,604.19.

Approval of this extra will place the authorized status of the contract 2.99% or \$847,041.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-084	24 r. 2	\$535,000.00	07/05/06

Contract Modification Number(s): 31

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Bridge Painting, Heating and Housing	<u>\$104,523.12</u>
Total	<u>\$104,523.12</u>

Reason(s) for Extra(s)/Adjustment(s):

Due to an extension of time that delayed the traffic shift for the project, the bridge painting for stage II of the project extended into colder weather. MDOT directed the contractor to maintain the bridge painting enclosure for structures S03, S04, S05, and S06 above the required temperature for painting. The extra cost for Bridge Painting, Heating and Housing is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board meeting on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.88%; State Restricted Trunkline, 17.93%; Genesee County Drain Commission, 1.19%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48507.

144. **Extra 2007 - 04**

Control Section/Job Number: 50111-43941 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras and also has one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras and also has one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: C.A. Hull Co., Inc.
8177 Goldie Rd.
Walled Lake, MI 48390

Designed By: MDOT/URS Corporation Great Lakes
Engineer's Estimate: \$47,262,153.44

Description of Project:

10.68 kilometers of bituminous resurfacing, concrete pavement repair, bituminous freeway and concrete ramp reconstruction, lighting, traffic signal installation, watermain alteration, and rehabilitation of 18 structures, on I-94 from M-102 northeasterly to Masonic Boulevard, and concrete reconstruction on Little Mack Avenue, in the cities of Harper Woods, Eastpointe, Roseville, and St. Clair Shores, and Clinton Township, Macomb County.

Administrative Board Approval Date:	April 16, 2002	
Contract Date:	May 3, 2002	
Original Contract Amount:	\$45,974,190.43	
Total of Overruns/Changes (Approved to Date):	1,490,863.87	+ 3.24%
Total of Extras/Adjustments (Approved to Date):	4,313,306.82	+ 9.38%
Total of Negative Adjustments (Approved to Date):	(304,598.20)	- 0.66%
THIS REQUEST	<u>1,100,000.00</u>	<u>+ 2.39%</u>
Revised Total	<u>\$52,573,762.92</u>	+ 14.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.96% over the original budget for an **Authorized to Date Amount** of \$51,473,762.92.

Approval of this extra will place the authorized status of the contract 14.35% or \$6,599,572.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-35	34 r. 1	\$170,000.00	07/01/03
2004-16	55 r. 1	\$126,506.66	04/06/04

Contract Modification Number(s): 91

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Force Account Remedial Work	\$1,100,000.00
Total	<u>\$1,100,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The purpose of this contract modification is to establish a force account budget in the amount of \$1.1 million to compensate the contractor for work needed to correct a roadway drainage issue. In the three years since the rehabilitation project was significantly completed, this portion of I-94 has experienced a significant increase in wet weather crashes. Some of the crashes have led to closures of a four mile stretch of freeway by local law enforcement officials during significant rain events. This force account budget is being established to create a payment mechanism as the work progresses and until the final amount has been determined. MDOT-led investigations into the cause of the increased crashes in this corridor have identified two remediation strategies. The general concepts of these strategies have been discussed with Lansing Design/Hydraulics and Lansing Traffic and Safety/Geometrics. This extra will direct the contractor to implement the following strategies:

1. Remove the existing curb and gutter sections along with existing DX drainage structure covers in high accident locations, and replace with a modified concrete valley gutter section and V covers on adjusted drainage structures. The V drainage structure cover is almost double the size of the DX drainage structure cover; which will allow the rain water to enter the drainage system at a more efficient rate. Changing from a curb and gutter to a valley gutter will allow for a better defined flow line for runoff during storm events.
2. Mill and re-pave eight pavement areas that have been identified as having a transverse and longitudinal gradient that is significantly less than optimum and contribute to the higher incident of wet weather crashes. The steeper grades on the lanes will help facilitate a more rapid runoff of water from the roadway surface in these areas.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; City of Roseville, 1.45%; State Restricted Trunkline, 18.55%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48021, 48066, 48080, 48081, 48082, 48225.

145. **Extra 2007 - 05**

Control Section/Job Number: 82011-58909 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$2,058,461.91

Description of Project:

Bridge replacement and approach work on fascia beam on US-12 eastbound under westbound Ecorse Road and fascia beam painting on US-12 under Norfolk Southern Railroad, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 18, 2006	
Original Contract Amount:	\$1,804,375.51	
Total of Overruns/Changes (Approved to Date):	(15,063.95)	- 0.83%
Total of Extras/Adjustments (Approved to Date):	57,930.14	+ 3.21%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>132,757.86</u>	<u>+ 7.36%</u>
Revised Total	<u>\$1,979,999.56</u>	+ 9.74%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.38% over the original budget for an **Authorized to Date Amount** of \$1,847,241.70.

Approval of this extra will place the authorized status of the contract 9.74% or \$175,624.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Force Account – Abutment A	<u>\$132,757.86</u>
Total	<u>\$132,757.86</u>

Reason(s) for Extra(s)/Adjustment(s):

During construction, it was determined that the 12 inch natural gas line was too close for safe excavation for abutment A. The contractor was directed to design, install, and maintain temporary steel sheeting to protect the 12 inch gas line from the excavation. The extra cost for Force Account – Abutment A is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48112.

146. **Extra 2007 - 06**

Control Section/Job Number: 82062-54939-2 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Rauhorn Electric, Inc.
17171 23 Mile Road
Macomb, MI 48042

Designed By: Consulting Engineering Associates, Inc.
Engineer's Estimate: \$2,067,970.00

Description of Project:

Installation of decorative street lighting on Michigan Avenue (US-12) from 6th Street to 20th Street in the City of Detroit, Wayne County.

Administrative Board Approval Date:	March 16, 2004	
Contract Date:	April 13, 2004	
Original Contract Amount:	\$1,267,937.00	
Total of Overruns/Changes (Approved to Date):	49,053.50	+ 3.87%
Total of Extras/Adjustments (Approved to Date):	156,246.42	+ 12.32%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>60,227.10</u>	<u>+ 4.75</u>
Revised Total	<u>\$1,533,464.02</u>	+ 20.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.19% over the original budget for an **Authorized to Date Amount** of \$1,473,236.92.

Approval of this extra will place the authorized status of the contract 20.94% or \$265,527.02 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-06	1	\$78,110.10	02/07/06
2006-045	4, 5	\$45,405.32	04/04/06
2006-107	7 r. 3	\$32,731.00	08/01/06

Contract Modification Number(s): 10 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Reroute Lighting Circuit	43,472.54
Decorative Concrete Replacement	1,933.43
Foundation & Conduit Repairs	14,821.13
Total	<u>\$60,227.10</u>

Reason(s) for Extra(s)/Adjustment(s):

At the east end of the project, the plans required the use of an existing conduit to supply power to the new street lights. Portions of this conduit could not be located, and other portions were damaged and would have required extensive repair. It was determined that it would be less expensive to reroute the power supply from two blocks south of Michigan Avenue. The contractor was directed to reroute the supply for the lighting circuit. This work included cutting and pulling out several hundred feet of existing lead cable from the new source to a manhole approximately 500 feet south of Michigan on Sixth Street, and installing three number 6 cables to supply the 240 volt power to the new lighting system. It also included repairing damaged conduit between a manhole on Michigan Avenue and the manhole 500 feet south on Sixth Street, installing a disconnect on a pole on Sixth Street and open cutting the road and sidewalk to connect the new supply system to the new lighting system, as well as the removal of the temporary overhead power supply. The extra cost for Reroute Lighting Circuit is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

This project was scheduled to be completed before the start of an MDOT project for streetscaping and decorative sidewalk in the area. Delays in the completion of this project required the contractor to remove and replace portions of the new decorative sidewalk to complete the street lights. The extra cost for Decorative Concrete Replacement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

During the winter of 2005/2006, five light pole foundations were damaged by traffic. The contractor was directed to chip down the new foundation, replace the anchor bolt, and re-pour the top of the foundation, as well as expose and repair conduit at the intersection of 20th Street and Michigan Avenue. The extra cost for Foundation & Conduit Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69%; City of Detroit, 31%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

147. **Extra 2007 - 07**

Control Section/Job Number: 82072-81205 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan, PC
Engineer's Estimate: \$2,139,951.45

Description of Project:

0.96 miles of streetscape, street lighting, irrigation, and sidewalk on M-3 (Gratiot Avenue) from Randolph Street northeasterly to Orleans Street in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 13, 2005	
Original Contract Amount:	\$2,008,606.28	
Total of Overruns/Changes (Approved to Date):	(120,660.80)	- 6.01%
Total of Extras/Adjustments (Approved to Date):	193,958.18	+ 9.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>7,047.80</u>	<u>+ 0.35%</u>
Revised Total	<u>\$2,088,951.46</u>	+ 4.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.65% over the original budget for an **Authorized to Date Amount** of \$2,081,903.66.

Approval of this extra will place the authorized status of the contract 4.00% or \$80,345.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-109	2 r. 1	\$174,118.18	08/01/06

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Force Account to Re-Locate Bus Shelters	\$7,047.80
Total	<u>\$7,047.80</u>

Reason(s) for Extra(s)/Adjustment(s):

Two bus shelters were installed as part of the project at locations shown on the plans. Several complaints were received indicating it was difficult to get into the shelters in a wheel chair. The contractor was directed to relocate the shelters to provide easier access for wheel chairs. This extra work included moving the electric supply lines for the lighting of the shelters and replacing sidewalk that was removed to relocate the lines. The extra cost for Force Account to Re-Locate Bus Shelters is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 10%; City of Detroit, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

148. **Extra 2007 - 08**

Control Section/Job Number: 82111-79778 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$2,931,142.00

Description of Project:

Bridge rehabilitation on 7 structures on I-94 over Beech-Daly Road, I-75 over 14 Mile Road, and I-375 under the Madison Avenue ramp, Larned Street, Jefferson Avenue, and Hastings Street in the cities of Detroit, Taylor, Madison Heights, and Troy, Wayne and Oakland Counties.

Administrative Board Approval Date:	September 20, 2005	
Contract Date:	October 4, 2005	
Original Contract Amount:	\$2,783,198.11	
Total of Overruns/Changes (Approved to Date):	259,662.25	+ 9.33%
Total of Extras/Adjustments (Approved to Date):	636,337.52	+ 22.86%
Total of Negative Adjustments (Approved to Date):	(180,000.00)	- 6.47%
THIS REQUEST	<u>1,530.00</u>	+ 0.05%
Revised Total	<u>\$3,500,727.88</u>	+ 25.77%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.72% over the original budget for an **Authorized to Date Amount** of \$3,499,197.88.

Approval of this extra will place the authorized status of the contract 25.77% or \$717,529.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-68	3, 4 r. 1, 5	\$402,500.87	06/06/06
2006-88	6 r. 1	\$218,875.50	07/05/06
2006-110	9	\$5,209.15	08/01/06

Contract Modification Number(s): 15

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Type C Light Damage Replacement	102.000 Ea @ \$15.00/Ea	\$1,530.00
Total		<u>\$1,530.00</u>

Reason(s) for Extra(s)/Adjustment(s):

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. The lights, on plastic drums, are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Type C Light Damage Replacement, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075, region-wide.

149. **Extra 2007 - 09**

Control Section/Job Number:	82121-47069A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. P. O. Box 7058 Troy, MI 48007	
Designed By:	MDOT	
Engineer's Estimate:	\$5,789,356.96	

Description of Project:

3.1 miles of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia in Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	(208,867.73)	- 3.37%
Total of Extras/Adjustments (Approved to Date):	1,693,644.67	+ 27.34%
Total of Negative Adjustments (Approved to Date):	(7,761.21)	- 0.13%
THIS REQUEST	<u>11,649.38</u>	<u>+ 0.19%</u>
Revised Total	<u>\$7,684,356.92</u>	+ 24.03%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.84% over the original budget for an **Authorized to Date Amount** of \$7,672,707.54.

Approval of this extra will place the authorized status of the contract 24.03% or \$1,488,665.11 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r. 4	\$162,225.00	03/02/04
2004-64	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04
2005-26	30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6	\$128,376.95	03/01/05
2005-46	38 r. 2, 39 r. 3, 40 r. 2, 41 r. 1, 42 r. 1, 43 r. 1	\$1,015,922.09	04/05/05
2005-124	44 r. 1, 52	\$32,276.31	11/01/05
2005-144	55, 60	\$164,167.26	12/06/05
2006-095	64, 70, 71, 72	\$60,647.50	07/05/06
2006-120	78, 80, 83	\$72,466.85	09/05/06

Contract Modification Number(s): 90

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Cofferdam Bracing	<u>\$11,649.38</u>
Total	<u>\$11,649.38</u>

Reason(s) for Extra(s)/Adjustment(s):

The staging plans for the project did not take into account that the removal of an existing footing during stage II required excavation substantially deeper than the new footing built in stage I. The contractor was directed to install bracing to prevent undermining the pavement and footing built during stage I. The extra cost for Cofferdam Bracing is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48219.

150. **Extra 2007 - 10**

Control Section/Job Number: 25544-77408A Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Genoak Construction Company
P.O. Box 182
Holly, MI 48442

Designed By: Rowe, Inc.
Engineer's Estimate: \$1,597,940.60

Description of Project:

Widening and reconstruction of existing road on Court Street from Genesee Road to Belsay Road in the City of Burton, Genesee County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	August 17, 2004	
Original Contract Amount:	\$1,410,310.91	
Total of Overruns/Changes (Approved to Date):	(66,392.43)	- 4.71%
Total of Extras/Adjustments (Approved to Date):	157,163.83	+ 11.14%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,098.91</u>	+ 1.92%
Revised Total	<u>\$1,528,181.22</u>	+ 8.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.43% over the original budget for an **Authorized to Date Amount** of \$1,501,082.31.

Approval of this extra will place the authorized status of the contract 8.35% or \$117,870.31 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-31	8	\$73,813.64	04/05/05

Contract Modification Number(s): 9 r. 6, 10 r. 4, 11 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Lighted Arrow, Type C, Furn	2.000 Ea @ \$650.00/Ea	\$1,300.00
Lighted Arrow, Type C, Oper	2.000 Ea @ \$450.00/Ea	900.00
Mulch Blanket	1,020.870 Syd @ \$1.50/Syd	<u>\$1,531.31</u>
Total		<u>3,731.31</u>

CM 10

Pav't Mrkg, Remove, Special	203.000 Sft @ \$1.95/Sft	\$395.85
Damaged & Replaced Lights	22.000 Ea @ \$15.00/Ea	330.00
Minor Traffic Devices, Modified	1.000 LS @ \$2,000.00/LS	2,000.00
Dr Structure, 24 inch dia	1.000 Ea @ \$1,100.00/Ea	1,100.00
Sewer Tap, 12 inch	1.000 Ea @ \$450.00/Ea	450.00
Sidewalk, Rem	30.610 Syd @ \$11.00/Syd	<u>336.71</u>
Total		<u>\$4,612.56</u>

CM 11

Replace HMA Pavement at NW Quadrant of Belsay Road	1.000 LS @ \$14,697.13/LS	\$14,697.13
Replace Concrete Ramps & Sidewalk at NW Quadrant of Belsay Road	1.000 Ea @ \$4,057.91/Ea	<u>4,057.91</u>
Total		<u>\$18,755.04</u>

Grand Total

\$27,098.91

Reason(s) for Extra(s)/Adjustment(s):

CM 9

The project was originally set up without the Lighted Arrow, Type C, but the item was needed to control traffic. The contractor was originally directed to provide the item in contract modification 1 but two additional lighted arrows were needed to complete the extra work at the intersection of Court Street and Belsay Road. The extra cost for Lighted Arrow, Type C, Furn and Lighted Arrow, Type C, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other projects and in MDOT's Average Unit Price Index.

Mulch Blanket was needed behind the curb to help stabilize the slopes in the area where the slope was greater than one-on-three. The contractor was directed to provide mulch blanket to protect the slopes from soil erosion. The extra cost for Mulch Blanket was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other projects and in MDOT's Average Unit Price Index.

CM 10

The project was not set up to have the special pavement markings removed. The contractor was directed to remove the special pavement markings so drivers would not be confused by conflicting markings. The extra cost for Pav't Markg, Remove, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project and in MDOT's Average Unit Price Index.

The extra item Damaged & Replaced Lights is being set up to compensate the contractor for replacing damaged lights on traffic control devices in accordance with Section 812.04 of the 2003 Standard Specifications for Construction.

Remaining CM 10 & 11

The remaining items from CM 10 and the items on CM 11 are all from the same extra work. After the work was complete a drainage issue became apparent at the corner of Court Street and Belsay Road. Some of the existing pavement, curb, and sidewalk was removed to adjust the grade so the area would drain properly. A 24-inch diameter drainage structure was added and tapped into the existing system. Then the area was repaved, and the sidewalk and sidewalk ramps were replaced. The traffic control for the extra work was also included in the force account records. The extra cost for Minor Traffic Devices, Modified, Dr Structure, 24 inch dia, Sewer Tap, 12 inch, Sidewalk, Rem, Replace HMA Pavement at NW Quadrant of Belsay Road, and Replace Concrete Ramps & Sidewalk at NW Quadrant of Belsay Road is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and are now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Economic Development, 80%; City of Burton, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48519.

151. **Extra 2007 - 12**

Control Section/Job Number: 38101-86564 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT

Engineer's Estimate: \$1,142,227.89

Description of Project:

Deck replacement and approach work along with median barrier replacement on I-94 over US-127 and M-50, Jackson County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 2, 2006	
Original Contract Amount:	\$1,091,938.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>130,675.00</u>	<u>+ 11.97%</u>
Revised Total	<u>\$1,222,613.00</u>	+ 11.97%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,091,938.00.

Approval of this extra will place the authorized status of the contract 11.97% or \$130,675.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1		
Projection Acceleration – WB	1.000 LS @ \$52,270.00/LS	<u>\$52,270.00</u>
Total		<u>\$52,270.00</u>
CM 2		
Projection Acceleration – EB	1.000 LS @ \$78,405.00/LS	<u>\$78,405.00</u>
Total		<u>\$78,405.00</u>
Grand Total		<u>\$130,675.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The project was originally set up to be completed by May 25, 2007; the contractor proposed completing the project by December 9, 2006. This would save approximately six weeks of impact to traffic. MDOT directed the contractor to complete the project early and by doing so MDOT would compensate the contractor an amount that was a reasonable estimation of the direct costs the contractor would incur to meet the accelerated schedule. The extra cost for Project Acceleration – WB and Project Acceleration – EB was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the work that is required to expedite the project.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and are now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49202.

152. **Extra 2007 - 13**

Control Section/Job Number: 46072-80353 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: J. Slagter & Son Construction Co.
1326 142nd Avenue
Wayland, MI 49348

Designed By: HNTB Michigan, Inc.
Engineer's Estimate: \$333,351.57

Description of Project:

Joint replacement, deep concrete overlay, structural steel cleaning and coating, substructure patching, sidewalk patching, and approach work, on M-52 over the south branch of the River Raisin in the City of Adrian, Lenawee County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	November 8, 2005	
Original Contract Amount:	\$337,101.19	
Total of Overruns/Changes (Approved to Date):	12,737.28	+ 3.78%
Total of Extras/Adjustments (Approved to Date):	28,600.00	+ 8.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,615.08</u>	<u>+ 5.82%</u>
Revised Total	<u>\$398,053.55</u>	+ 18.08%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.26% over the original budget for an **Authorized to Date Amount** of \$378,438.47.

Approval of this extra will place the authorized status of the contract 18.08% or \$60,952.36 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5, 6

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Full Depth Removal, Budget
Total

\$14,373.14
\$14,373.14

CM 6

Minor Traffic Devices, Adjustment
Total

1.000 LS @ \$5,241.94/LS

\$5,241.94
\$5,241.94

Grand Total

\$19,615.08

Reason(s) for Extra(s)/Adjustment(s):**CM 5**

A budgeted amount was established in contract modification 1 for full depth deck removal and patching that was in excess of the 165 square foot shown in the plans. The contractor was directed to perform the work for the Full Depth Removal, Budget. The item was originally set up on contract modification 1 as a budget amount. This will now increase it to the final amount as completed on the project. The extra cost for Full Depth Removal, Budget is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 6

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 25 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in the original lump sum bid item of Minor Traffic Devices. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Minor Traffic Devices, Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and are now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49221.

153. **Extra 2007 - 14**

Control Section/Job Number: 63081-45715 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: CH2M Hill Michigan, Inc.
Engineer's Estimate: \$26,681,037.97

Description of Project:

3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, Michigan Intelligent Transportation System (MITS), signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the City of Southfield, Oakland County. This project includes a 5-year material and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	(180,810.74)	- 0.69%
Total of Extras/Adjustments (Approved to Date):	2,610,206.82	+ 9.90%
Total of Negative Adjustments (Approved to Date):	(3,600.00)	- 0.01%
THIS REQUEST	<u>76,442.77</u>	<u>+ 0.29%</u>
Revised Total	<u>\$28,860,629.92</u>	+ 9.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.20% over the original budget for an **Authorized to Date Amount** of \$28,784,187.15.

Approval of this extra will place the authorized status of the contract 9.49% or \$2,502,238.85 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-094	1	\$193,444.75	07/05/06
2006-129	5 r. 1	\$1,400,000.00	09/05/06
2006-145	6 r. 1, 8	\$868,788.50	11/07/06
2006-171	7 r. 1	\$20,615.94	12/19/06

Contract Modification Number(s): 10, 11

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

Joints, Resealing Mod	1584.000 Ft @ \$4.20/Ft	\$6,652.80
Replacement of Damaged Lights	87.000 Ea @ \$15.00/Ea	1,305.00
Conc. Barrier, Double Face, Type A Adjusted	3,133.000 Ft @ \$7.30/Ft	22,870.90
Fence, Chain Link, 48 inch – Modified (Fabric, Tensile Wire & Caps)	571.00 Ft @ \$5.27/Ft	3,009.17
Glare Screen, Conc. Adjusted	3,151.200 Ft @ \$3.50/Ft	11,029.20
Hand Patching	13.020 Ton @ \$178.00/Ton	<u>2,317.56</u>
Total		<u>\$47,184.63</u>

CM 11

Grade Correction @ B01 on SB M-10 (F.A. #2)		\$3,993.48
Steel Sheet Piling Removal – SB M-10 (RT) (F.A. #3)		1,499.70
6" Underdrain Repair – SB M-10 (F.A. #4)		503.51
Regrade Shoulder on SB M-10 (F.A. #5)		1,045.47
Steel Sheet Piling Removal – SB M-10 (LT) (F.A. #6)		1,415.21
B01 – Diaphragms Repair (F.A. #7)		<u>20,800.77</u>
Total		<u>\$29,258.14</u>

Grand Total

\$76,442.77

Reason(s) for Extra(s)/Adjustment(s):

CM 10

The plans called for diamond grinding westbound I-696 from Sta. 99+28 to 66+40, which damaged the existing neoprene joints. The contractor was directed to remove the existing neoprene, sandblast the joints, and re-seal them with hot poured rubber. This will help extend the life of the pavement by protecting from water intrusion. The extra cost for Joints, Resealing Mod is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device on which the light is mounted and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Replacement of Damaged Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

A portion of the existing roadways (southbound and northbound M-10) were at different elevations at the median, and required a variable height wall to meet the median edges of each roadway. The contractor was directed to install the wall to meet both elevations. This required the use of different equipment, as well as additional concrete and labor. The glare screen includes forming and vertical reinforcement steel. The extra costs for Conc Barrier, Double Face, Type A Adjusted and Glare Screen, Conc. Adjusted are based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing fence posts were in an acceptable condition and in a very difficult location (behind guardrail and on a very steep slope). The contractor was directed to leave the existing posts and erect only the tensile wire and chain link fabric. The extra cost for Fence, Chain Link, 48 inch – Modified (Fabric, Tensile Wire & Caps) was a negotiated unit price as per section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work. The original item will be reduced on a future contract modification once the final quantity is completed.

At several locations (Ramps C and D, and US-24) new ramps tied into existing ramps and hand patching with HMA material was needed to repair deteriorated existing pavements. The extra cost for Hand Patching was a negotiated unit price as per section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work on other MDOT projects.

CM 11

The grade transition for the superelevation needed on Ramp L to the southbound M-10 (Lodge) freeway superelevation at the B01 approach was not detailed sufficiently on the plans to address work needed to assure the full depth of aggregate was placed. The grading of clay grade and sand subbase followed plans; however, due to the tight area and precise transition points it was determined the aggregate was too thin. The contractor was directed to remove the aggregate and sand from Sta. 2522+75 (south end of B01) to Sta. 2526+00 (plan sheet 173), and regrade to allow full depth placement of the aggregate base and subbase. The extra cost for Grade Correction @ B01 on SB M-10 (F.A. #2) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

During excavation for the proposed concrete shoulder on southbound M-10, on both the left and right side under the Telegraph Road bridge (S01), steel sheet piling was encountered. This was most likely a steel sheet piling cofferdam left in place from the initial construction of this bridge, and it conflicted with the new shoulder. The contractor was directed to remove the conflicting sheet piling. The extra cost for Steel Sheet Piling Removal – SB M-10 (RT) (F.A. #3) and Steel Sheet Piling Removal – SB M-10 (LT) (F.A. #6) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

During the construction of a new 18-inch storm sewer across southbound M-10, Sta. 2516+00, which was to replace an existing collapsed sewer, a previously placed new 6-inch underdrain was damaged. As this was unavoidable, the contractor was directed to replace the underdrain. The extra cost for 6" Underdrain Repair - SB M-10 (F.A. # 4) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans did not adequately detail the transition for the southbound M-10 shoulder from Sta. 2524+00 to 2525+00. To correct this area, the contractor was directed to remove previously constructed geotextile material and aggregate base material. Then the contractor was directed to place new geotextile material, place the aggregate material and re-grade and compact to proper density. The extra cost for Regrade Shoulder on SB M-10 (F.A. #5) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

During the removal of the existing B01 bridge deck, it was discovered that some of the existing diaphragms had severe deterioration and needed repair to assure this bridge was built to meet the expected design life of the deck repair. The contractor was directed to remove the deteriorated concrete portions of the diaphragms, sandblast these areas, and place latex patching concrete. The extra cost for B01 - Diaphragms Repair (F.A. #7) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 25, 2007, meeting and are now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.17%; City of Southfield, 1.98%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

154. **Extra 2007 - 15**

Control Section/Job Number:	50061-84043	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras and also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras and also has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Florence Cement Company 12798 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$4,294,067.08	
Description of Project:	6.35 miles of concrete pavement repairs, shoulder, valley gutter and curb repairs, and diamond grinding on I-696 from Dequindre Road to Hayes Road in the cities of Warren and Centerline, Macomb County.	

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 15, 2006	
Original Contract Amount:	\$4,872,850.57	
Total of Overruns/Changes (Approved to Date):	496,662.54	+ 10.19%
Total of Extras/Adjustments (Approved to Date):	39,350.83	+ 0.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,045,055.45</u>	<u>+ 21.45%</u>
Revised Total	<u>\$6,453,919.39</u>	+ 32.45%

Offset Information

Total Offsets This Request	(\$330,672.38)	- 6.79%
Net Revised Request	\$714,383.07	+ 14.66%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.00% over the original budget for an **Authorized to Date Amount** of \$5,408,863.94.

Approval of this extra will place the authorized status of the contract 32.45% or \$1,581,068.82 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

High Intensity Light Type C, Furnished	5.000 Ea @ \$15.00/Ea	\$75.00
Pav't Repr, Nonreinf, 10 inch – Special	8,111.560 Syd @ \$79.00/Syd	640,813.24
Joint, Tied, Longit.	32,627.130 Ft @ \$5.25/Ft	171,292.43
Lane Tie	5,206.000 Ea @ \$5.00/Ea	26,030.00
Pav't Repr. Rem – Special	8,111.560 Syd @ \$25.50/Syd	206,844.78
Total		<u>\$1,045,055.45</u>

CM 8 Offset Information from CM7

Concrete Joint Repair, Case A	-23,789.380 Ft @ \$13.90/Ft	(\$330,672.38)
Total		<u>(\$330,672.38)</u>

Net Revised Request	<u>\$714,383.07</u>
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Grand Total	<u>\$1,045,055.45</u>
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Reason(s) for Extra(s)/Adjustment(s):

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, High Intensity Light Type C, Furnished, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

After starting the work of the Concrete Joint Repair, Case A it was determined that the repairs were not working. The site was reviewed by MDOT's Construction and Technology Division and determined that a different approach would be a better option for repairing the road. A full depth concrete centerline repair was picked as a better alternative to repair the areas. The contractor was directed to perform the full depth concrete centerline repairs. Much of the work is similar to full depth concrete patches, so these items were used to negotiate with the contractor to determine an appropriate price. Two of the items Lane Tie and Joint, Tied, Longit. compare to the standard items and prices. The Pav't Repr. Rem – Special item is slightly higher than the average unit prices and the price bid on similar items and the Pav't Repr, Nonreinf, 10 inch – Special matches the price bid for “normal” concrete patches on the project, except they are reinforced.

The increase in cost for the removal item and the price matching the reinforced area even without reinforcement is due to several factors, including the additional labor required removing and replacing these patches, and project traffic restrictions that restrict the time you can close two lanes to complete the repairs. The items are offset by a reduction in the Concrete Joint Repair, Case A of \$330,672.38. The extra cost for Lane Tie, Joint, Tied, Longit., Pav't Repr Rem – Special, and Pav't Repr, Nonreinf, 10 inch – Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and work required.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007 meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48093.

155. **Extra 2007 - 16**

Control Section/Job Number: 82062-59881 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$17,801,817.81

Description of Project:

3.3 kilometers of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	998,931.82	+ 5.81%
Total of Extras/Adjustments (Approved to Date):	3,404,004.07	+ 19.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>118,487.95</u>	<u>+ 0.69%</u>
Revised Total	<u>\$21,706,201.43</u>	+ 26.31%

Offset Information

Total Offsets This Request	(\$2,400.00)	- 0.01%
Net Revised Request	\$116,087.95	+ 0.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.62% over the original budget for an **Authorized to Date Amount** of \$21,587,713.48.

Approval of this extra will place the authorized status of the contract 26.31% or \$4,521,423.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05
2005-143	24, 25 r. 1	\$1,816,436.12	12/06/05
2006-007	28	\$327,467.00	02/07/06
2006-042	26	\$9,897.70	04/04/06
2006-053	31, 33	\$162,586.00	05/02/06
2006-070	34, 35	\$170,690.01	06/06/06
2003-113	36	\$17,639.45	09/05/06
2006-161	37	\$19,660.65	11/07/06

Contract Modification Number(s): 42, 43

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 42

Electrical Permits	477.230 dlr @ \$1.00/dlr	\$477.23
Guardrail Anch, Bridge, Det T1 Modified	2.000 Ea @ \$2,651.25/Ea	5,302.50
Guardrail, Type T	29.000 m @ \$85.24/m	2,471.96
Pavt for Butt Joints, Rem	1,560.88 m2 @ \$8.48/m2	13,236.26
Total		<u>\$21,487.95</u>

CM 42 Offset Information

Guardrail Anch, Bridge, Det T1	-2.000 ea @ \$1,200/ea	<u>(\$2,400.00)</u>
Total		<u>(\$2,400.00)</u>

CM 43

Water Main Utility Conflicts; Force Account Budget	\$22,000.00
Miscellaneous Utility Conflict Force Account Budget	<u>75,000.00</u>
Total	<u>\$97,000.00</u>

Net Revised Request \$116,087.95

Grand Total **\$118,487.95**

Reason(s) for Extra(s)/Adjustment(s):

CM 42

This item is to compensate the contractor for obtaining permits per plan sheets 119 through 157 of the project plans. The traffic signal plan sheets state that the contractor is to obtain electrical permits with an estimated total cost of \$450. The contractor was directed to obtain the permits and this item is to compensate the contractor the amount spent over the estimated total costs. Invoices supporting the cost to obtain these permits can be found in the project files. The extra cost for Electrical Permits was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the actual invoices.

Two modified guardrail bridge anchorages were needed due to the existing conditions of the I-94 bridge wing-walls at the on-ramp to westbound I-94. The existing wing-walls were not tall enough to accommodate the current guardrail standards. The contractor was directed to move the anchorage closer to the bridge and attach it to the bridge barrier wall, and modify the rest of the installation to fit the conditions. Prior to initiating the change, it was discussed with the design engineers as well as MDOT's Traffic and Safety Division. The decrease of the original bridge anchorage will offset part of the cost of this additional work. To complete the modified anchorages, Guardrail, Type T was also used to connect the existing guardrail to the new modified anchorage. The extra cost for Guardrail, Anch, Bridge, Det T1 Modified and Guardrail, Type T was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

The item Pavt for Butt Joints, Rem was needed to cold mill butt joints at the side street approaches on the south side to provide a clean joint between the existing pavement and the new pavement. The south side of the road was paved through leveling in the 2005 construction season and traffic damaged the edges during the winter shutdown. Therefore, a new vertical joint needed to be established. This item is also being used to pay for milling work that was done at the signalized intersections on both the north and south sides of the road prior to paving the bit approaches. This milling work was also done to facilitate the installation of the traffic signal loop detectors and will allow the loops to be placed entirely within at least three inches of new pavement. The cost was negotiated as per Section 103.04 of the 1996 Standard Specifications for Construction and is reasonable when compared to similar work per the MDOT Average Unit Price Index.

CM 43

Additional water main work was required during construction operations. The contractor was directed to repair water main leaks and re-route water mains or other utilities to avoid conflicts not shown in the plans. This extra was originally set up on contract modification 22. Half of the extra cost has been established as 100 percent funded by the City of Detroit. The extra water main work will be partially funded with federal funds when the work involves avoiding utility conflicts or water main redesign because of road work. The extra work will be paid with 100 percent City of Detroit funds when work is required on the existing water main system for upgrades or non road work related issues. The extra item Water Main Utility Conflicts, Force Account Budget will establish a budget for all of the extra work. The final extra cost for Water Main Utility Conflicts, Force Account Budget will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

An existing box culvert was in conflict with the planned work. The contractor was directed to remove the box culvert and repair or replace traffic signal controllers that were damaged by the motoring public. Several additional conflicts were discovered between the new storm sewer and the existing utilities. The contractor was directed to relocate either the storm sewer or the existing utility to avoid the conflicts. Additional force account work will be compensated with this extra item. The force accounts will address conflicts with existing utilities not shown on the plans, including existing drainage facilities, basements, and concrete storage facilities that require removal and cause delays to the contract work. The extra item Miscellaneous Utility Conflict Force Account Budget will establish a budget for all of this extra work. The final extra cost for Miscellaneous Utility Conflict Force Account Budget will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 25, 2007 meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 71.31%; State Restricted Trunkline, 14.13%; City of Detroit, 13.23%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; SBC Communications, 0.10 %.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48226.

OVERRUNS

156. **Overrun 2007 - 02**

Control Section/Job Number:	30033-84022	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Michigan Paving & Materials Co. P O Box 87248 Canton, MI 48188	
Designed By:	MDOT	
Engineer's Estimate:	\$594,802.26	

Description of Project:

5.70 miles of hot mix asphalt, cold milling, and single course overlay on M-99 from Strait Court northerly to the Litchfield city limits in the village of Jonesville, Hillsdale County.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	February 10, 2006	
Original Contract Amount:	\$584,162.40	
Total of Overruns/Changes (Approved to Date):	58,416.24	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>157,650.88</u>	+ <u>26.99%</u>
Revised Total	<u>\$800,229.52</u>	+ 36.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$642,578.64.

Approval of this overrun will place the authorized status of the contract 36.99% or \$216,067.12 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Shoulder, CI II	1899.00 Ton @ \$35.00/Ton	\$66,465.00
HMA, 5E1	1948.00 Ton @ \$46.81/Ton	91,185.88
Total		<u>\$157,650.88</u>

Reason(s) for Overrun(s):

The project was originally designed to have the entire width milled at a constant depth of 1 ½ inches. It was subsequently discovered that the existing shoulders were severely deteriorated and were only approximately ½ inch thick. After consulting with the region soils engineer and reviewing other options, it was determined to leave the existing shoulders and pave over them. The milling depth on mainline was adjusted to a 1 inch depth to remove the existing chip seal and then the HMA overlay was increased to 2 inches to provide at least a 1 inch overlay on the shoulders. The 2 inch thickness of the HMA caused an increase in the tons of HMA, 5E1. Overlaying the shoulder caused the new shoulder to be 1 inch above the existing gravel and, therefore, required additional Shoulder, CI II material to provide a safe shoulder for the motoring public. This caused an overrun in the original bid items HMA, 5E1 and Shoulder, CI II.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Invitational bid with the low bid being selected.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49250

157. **Overrun 2007 – 03**

Control Section/Job Number: 48900-79442 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Bacco Construction Company
P.O. Box 458
Iron Mountain, MI 49801

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$347,439.74

Description of Project:

11.05 acres of forested wetland construction including construction access drive, removal of structures, earthen berms, outfall structures, wetland seeding, and tree and shrub plantings in the southeast quadrant of Section 30, on County Road 466, east of County Road 403, Luce County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 1, 2006	
Original Contract Amount:	\$256,451.50	
Total of Overruns/Changes (Approved to Date):	25,645.15	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,550.00</u>	+ <u>4.50%</u>
Revised Total	<u>\$293,646.65</u>	+ 14.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$282,096.65.

Approval of this overrun will place the authorized status of the contract 14.50% or \$37,195.15 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Earth Excavation – Wetland	2,100.000 Cyd @ \$5.50/Cyd	<u>\$11,550.00</u>
Total		<u>\$11,550.00</u>

Reason(s) for Overrun(s):

When the project was designed, the calculations to include topsoil removal in Earth Excavation – Wetland were omitted. The removal of the topsoil was included in the Earth Excavation – Wetland, causing a large increase in the amount of excavation required to complete the project and resulting in an overrun in the original bid item Earth Excavation - Wetland.

This work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49868.

158. Overrun 2007 – 04

Control Section/Job Number:	09012-82830	MDOT Project
State Administrative Board -	This project exceeds the 25% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	J&J Contracting, Inc 980 W. Buchanan Rd. Ithaca, MI 48847	
Designed By:	MDOT	
Engineer's Estimate:	\$22,801.10	
Description of Project:	2.99 miles of non-freeway signing upgrade on M-247 from the M-13/M-247 split to the state park entrance, Bay County.	

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 5, 2006	
Original Contract Amount:	\$17,392.72	
Total of Overruns/Changes (Approved to Date):	2,608.91	+ 15.00%
Total of Extras/Adjustments (Approved to Date):	180.90	+ 1.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,570.00</u>	+ <u>112.52%</u>
Revised Total	<u>\$39,752.53</u>	+ 128.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.04% over the original budget for an **Authorized to Date Amount** of \$20,182.53.

Approval of this overrun will place the authorized status of the contract 128.56% or \$22,359.81 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Post, Steel, 3 lb	1,957.000 Ft @ \$10.00/Ft	<u>\$19,570.00</u>
Total		<u>\$19,570.00</u>

Reason(s) for Overrun(s):

The item was set up to be bid at a quantity of 169 feet, but the total feet indicated in the log was 2,485. The amount indicated above (1,957 feet) is used to bring the amount up to a dollar amount that matches the contract total and is not the entire difference. The contractor was directed to install the Post, Steel, 3 lb as per the log of the project. This caused an overrun in the original bid item Post, Steel, 3lb.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its January 25, 2007, meeting, and is now recommended for approval by the State Administrative Board on February 6, 2007.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Invitational bid with the low bid being selected.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48708

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director